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No. 21,206

號六零百千壹萬貳第

日六拾月伍年寅丙

HONGKONG, FRIDAY, JUNE 25th, 1926. 伍拜禮

號五廿月陸年五十國民華中

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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEK DAYS

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Kowloon	Dep. 6.40	9.15	10.30	11.40	12.00	1.15	2.25	3.35
Yanmat	Dep. 6.50	9.25	10.40	11.50	12.10	1.25	2.35	3.45
Shatin	Dep. 7.00	9.35	10.50	12.00	12.20	1.35	2.45	3.55
Taipei	Dep. 7.10	9.45	11.00	12.10	12.30	1.45	2.55	4.05
Taipei Market	Dep. 7.20	9.55	11.10	12.20	12.40	1.55	3.05	4.15
Fanning	Dep. 7.30	10.05	11.20	12.30	12.50	2.05	3.15	4.25
Shuanghai	Dep. 7.40	10.15	11.30	12.40	1.00	2.15	3.25	4.35
Shumshun	Dep. 7.50	10.25	11.40	12.50	1.10	2.25	3.35	4.45

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Shumshun	Dep. 7.50	10.25	11.40	12.50	1.10	2.25	3.35	4.45
Shuanghai	Dep. 7.40	10.15	11.30	12.40	1.00	2.15	3.25	4.35
Fanning	Dep. 7.30	10.05	11.20	12.30	12.50	2.05	3.15	4.25
Taipei Market	Dep. 7.20	9.55	11.10	12.20	12.40	1.55	3.05	4.15
Taipei	Dep. 7.10	9.45	11.00	12.10	12.30	1.45	2.55	4.05
Shatin	Dep. 7.00	9.35	10.50	12.00	12.20	1.35	2.45	3.55
Yanmat	Dep. 6.50	9.25	10.40	11.50	12.10	1.25	2.35	3.45
Kowloon	Dep. 6.40	9.15	10.30	11.40	12.00	1.15	2.25	3.35

SEA TAU KOK BRANCH.

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Fanning	Dep. 7.45	11.30	2.20	6.25	7.55	11.40	2.30	6.35
Shatin	Dep. 7.55	11.40	2.30	6.35	8.05	11.50	2.40	6.45

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Shatin	Dep. 7.55	11.40	2.30	6.35	8.05	11.50	2.40	6.45
Fanning	Dep. 7.45	11.30	2.20	6.25	7.55	11.40	2.30	6.35

Further information may be obtained at the Railway Office, Kowloon, or from Messrs. T.M. Co. & Son, Ltd., Hongkong, or from THE HONGKONG & MACAO STEAMSHIP CO., LTD.

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THE BRITISH FLEET.

ITS REDUCED NUMBERS.

THE LIMIT OF SAFETY.

One is sometimes tempted to wonder whether the lessons of ten years ago in regard to the Navy have been forgotten by our nation, writes Alexander Hurd in *The Daily Telegraph*. The seamen of our race, men of the loyal Navy as well as of the mercantile marine, did not disappoint the country's hopes or confidence when the Great War descended on us. This country was not invaded; our food supplies, though interfered with by the submarines, never failed us; the English Channel was bridged with ships, and that bridge, carrying millions of soldiers and their supplies, was maintained intact for upwards of four and a half years; the fighting forces in more distant theatres were supported regularly and amply; even the "Atlantic ferry" was maintained in face of all the enemy's ingenious tactics, and American troops were poured into Europe. And yet, in face of achievements exceeding anything hitherto conceived as possible, who cares very gently what happens to the fleet, or is moved by the present distresses of our Merchant Navy, with hundreds of ships lying idle?

When the House of Commons discusses the financial provision that should be made for the Royal Navy some M.P. is certain to raise cheers by asking, against what foe is it necessary to guard? That question is an old device. It was asked repeatedly throughout all the years when Germany was building up her sea-power. Even as late as the spring of 1914 resolutions were being sent to Mr. Asquith, as he then was, by gatherings of his followers protesting against the precautionary measures which his Government were taking. In a sense we were arming against Germany, but in a wider sense we were just maintaining a tradition handed down to us by the Elizabethan seamen and their successors. You may read all about it in "The History of the World," which Sir Walter Raleigh, a soldier by training, wrote when he was languishing in prison 300 years or so ago. Shakespeare had something to say on the same subject. We needed a strong fleet in those far-off times, because this is an island. It had not then a population of 45,000,000 people; its inhabitants numbered about 4,500,000; it supplied all its needs from its own soil, while to-day two-thirds of our people live on overseas supplies; the world-wide Empire, whose highways are the oceans, did not then exist. But these men of Queen Elizabeth's day were convinced that a strong Navy—the strongest fleet afloat—was essential, and they and their successors of later ages made great sacrifices to maintain it.

UNFORESEEN FUTURE.

Let it be conceded that we have no specified enemy in view against whom we must now arm; but let it also be conceded that we cannot by gaining into a crystal or by other means foresee what the future may unfold. Let it be also remembered that a man-of-war cannot be built in less than two or three years, and that it takes three times as long to train efficient officers and men to man whatever ships we may be able to send to sea in an emergency. It may arise in European waters or in some distant sea—no one can tell where a blow may fall. The keels which are laid now and the officers and men who are being moulded into the fine virile pattern with which we have become familiar, will have to suffice for many years hence in circumstances which no one can forecast. Even the Opposition has agreed, by its recent vote on Mr. Lansbury's egregious motion in the House of Commons, that we need some sort of Navy.

Is the Navy small enough to satisfy that section of the nation which has forgotten the extent to which we are dependent on the sea for food and raw materials? I doubt whether the question in that form has ever before been asked; but it seems more appropriate in present conditions to put the matter in that way than to pose the unnecessary enquiry: Is the Navy strong enough to meet every probable requirement? Any M.P. ought to be able to provide an answer from studying the Navy Estimates of the past ten or twelve years, with the aid of the current Navy Lists. Members of Parliament, irrespective of party, are supposed to examine such documents at least as carefully as an ordinary man examines his own accounts; but, of course, they do nothing of the kind. I wonder if anyone except the officials who prepare them is really familiar with the figures presented annually to Parliament, showing the sums which it is proposed to devote to the upkeep of the Fleet, or has any conception of how the money is spent? The Navy Estimates are very illuminating. They show how radically the Fleet has been cut down, until in capital ships at sea it is weaker than the United States Navy; we have in full commission only twelve ships of the line, and there are fifteen under the Stars and Stripes, and there will soon be eighteen; we are also weaker in all other

(Continued on next column.)

BRITISH RAILWAY STRIKERS.

LESS WORK AVAILABLE.

UNIONS AND 1919 AGREEMENT.

Under the terms of the settlement which has been entered into between the railway companies and the trades unions to govern the reinstatement of employees, certain of the workers who went on strike may be able to obtain employment only for three days a week. In certain cases, if work is still not sufficient for all employees to the extent of three days a week, then the employment available will be taken in rotation. These provisions do not apply to loyal servants of the companies who remained at their posts during the strike. In order to make possible this sharing-out of available work the unions have agreed to a temporary suspension of the Guaranteed Week of the 1919 Agreement. In a memorandum issued at the headquarters of the National Union of Railwaymen it is stated that the companies intimated that, whilst they were unable to agree to a similar arrangement with regard to the supervisory and clerical grades not yet re-employed, owing to the peculiar nature of the work, they will endeavour to treat them on similar lines, subject to work being available for which they were individually suitable, and subject also to the companies not being involved in any additional cost. The companies stated they would arrange early meetings with the trades unions concerned to give effect to the above arrangements.

vessels, except cruisers. But such comparisons are invidious. They are only of interest as an indication of the heights from which we have fallen—to inferiority over any two fleets to inferiority to one fleet. And yet there are still groans over the losses which the Navy imposes on the taxpayers of this country?

	JULY, 1914.	MAY, 1926.
Capital ships in full commission	37	12
Capital ships with reduced crews	30	9
Capital ships paid off	1	1
Cruisers in full commission	44	31
Cruisers with reduced crews	54	7
Cruisers paid off	2	4
Destroyers in full commission	110	54
Destroyers with reduced crews	193	113
Destroyers paid off	14	6
Submarines in full commission	72	40
Submarines with reduced crews	—	9
Submarines paid off	—	—

If account be taken of every warship of every description, including auxiliaries of all kinds, the contrast between the state of the Fleet on the eve of the war and to-day is even more notable in view of the revelation which was made during that struggle of the importance of small craft. We had 303 men-of-war in full commission, with 302 reduced crews and eighteen paid off; now the 303 have been reduced to 210, the 302 to 201, and in place of eighteen vessels paid off there are twenty-four. The Fleet is a mere skeleton of what it was in the early summer of 1914. These comparisons, let it be noted, are not concerned with the Fleet during the war, when it attained enormous proportions, with 1,311 pennants flying in regular men-of-war and 3,631 auxiliary craft in commission. The battle fleet, which we could now send to sea on mobilization is less than one-third the size that it was when the war opened; the cruisers have been cut down by more than one-half, and of destroyers and submarines we possess 68 per cent. only of the numbers which existed in July, 1914.

How much smaller must the Navy be before it will be accepted as small enough? For while ships have been scrapped by the hundreds, officers and men have been "put upon the beach." For every 100 officers on the lists twelve years ago there are now eighty-three, and for every 100 naval ratings we have sixty-eight, the whole personnel having been reduced by 31 per cent.—by nearly one-third. How much further must the movement go, representing an irreparable loss of skill in the use of naval instruments of war, as well as of seamanship? The one failure of the Admiralty to obey the command to economize at all costs and in every direction has been in respect to the dockyards. The staffs of these establishments have been cut down only by 5 per cent., in face of the shrinkage of the fleet for the repair of which the dockyards exist.

SIR R. HOUSTON'S ESTATE.

DISINHERITED HEIR'S CLAIM.

RIGHT TO INVENTORY UPHOLD.

At a sitting of the Royal Court at Jersey, Messrs. Renouf and Preat, solicitors, were appointed attorneys to Mr. Cecil Houston Smerdon Skinner (London) in relation to the estate of the late Sir Robert Houston, and subsequently asked that the procedure of *benefice d'inventaire* and legal inventory be granted to him, inasmuch as there was reason to doubt whether the will was the real expression of Sir Robert Houston's wishes, and also as it was necessary to draw up a complete statement of assets in order to safeguard the same. Advocate Le Gros, for the executor of the will, argued that the request could not be granted. They asked that a *benefice d'inventaire* be granted to them on the grounds that Sir Robert Houston having taken up his domicile there was to all intents and purposes a Jerseyman. The executors had sworn to safeguard the estate.

The Solicitor-General said the points raised by counsel could not be accepted. All heirs under Jersey jurisdiction could claim the right of *benefice d'inventaire*. As far as he was concerned in his official capacity as Solicitor-General, he was in a position to give certain facts, if necessary, which would show that there were good grounds for the application. Advocate Le Gros said that Mr. Geo. Appleton, the executor, had sworn duly to execute the will, and was in fact doing so. Mr. Skinner, the principal heir, was not a legatee under either of the wills. He could not show that the estate was not being properly administered, consequently he had no legal right to ask for a legal inventory. The British authorities were, he understood, taking steps in order to secure the death duties which they alleged were due.

The Chief Magistrate said that a principal heir was not obliged to rest content with a statement which an executor might care to make. He had a perfect right to know how and what the estate consisted of, and how it was disposed of. An estate might be in debt.

Advocate Le Gros said the Houston estate was certainly not in debt. Sir William Vernon replied that legally neither the Court nor the principal heir knew that the Press had said, and that even in Parliament it had been said, that there was a huge estate. That did not deprive the heir of his right to have a complete and full inventory prepared. He had been disinherited, and surely he had a perfect right to know how the estate stood. When an executor drew up an inventory he was obliged to call in the principal heir.

In reply to the Chief Magistrate, Advocate Le Gros said that they had not called in the principal heir, though an inventory had been drawn up. The Court ruled that Mr. Skinner had the right to a legal inventory.

SPAIN'S LUXURY TAX.

A FIVE PER CENT. IMPOST.

BLOW TO BRITISH EXPORTERS.

The new tax from which the Spanish Government hope to derive a good income for a depleted Exchequer has been decided upon. It will take the form of a 5 per cent. impost on articles described in a schedule as "de luxe," and will undoubtedly hit exporters in Britain, who cater largely for this particular demand.

What constitutes a luxury article is perhaps a matter of opinion, but naturally the Government have been guided by the normal customs and habits of the people. Pleasure yachts and motor-boats head the list, and heavy as a tax of 5 per cent. on the value of some of them may be, they can certainly be held to come under the category. It is apparently not so with chessboards and games, such as mahjong, which are also subject to the tax, but it must be borne in mind that these are used only by the leisured classes. The afternoon tea habit is new to Spain, but is now attracting crowds to several fashionable tea-rooms recently opened. These are to be made to contribute their share to the Exchequer's revenue, in spite of the cost of tea—twenty pesetas per kilo. Cabarets and dance halls must add 5 per cent. to their bills. Fans, if costing over forty pesetas each, will be taxed, and also fine footwear, the delight of the Spanish woman.

Of interest to the British manufacturer are the following items. All figuring in the list—motor-cars and accessories, carriages, firearms, carpets, wallpaper, fishing gear, furs, and wireless apparatus. Sporting and travelling wear seem to have been singled out, but generally with a fair reserve in cost price. In view of the present rage for expensive dresses in Madrid, affecting even the working classes, considerable revenue may be expected. Oddly enough, lace, powders, rouge, and shingling hairdressers go scot free.

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ART LOVERS.

DEALERS AND COLLECTORS FRATERNISE.

HOLD ANNUAL DINNER.

Members of the British Antique Dealers' Association and their friends assembled for their annual dinner, at the Hotel Victoria, London, under the chairmanship of Mr. Frank Partridge, president of the association. From her Majesty the Queen the following message was received and read amid cheers:

"I am commanded to convey to you and the members of the association the Queen's sincere and grateful thanks for your message. The loyal and kind terms of the communication and the recognition by the members of her Majesty's keen interest in their profession have greatly pleased the Queen. Her Majesty sends her best wishes for the continued welfare of the association and its work."

It is the custom of the association on these occasions to entertain a number of people specially interested in art, and on this occasion many official guests were present.

Mr. Frederick J. Parsons, proposing the health of "Viscount Burnham, said that many of the great newspaper proprietors took a personal interest in the collection of works of art, and by the articles of their experts gave great encouragement to collectors and others. This had especially been the case in regard to the Daily Telegraph.

Lord Burnham replied. Mr. J. M. M. Erskine, M.P., inviting the company to honour the toast of "The Association," said he was glad to see that they had a Chancellor of the Exchequer who was a man of vision.

Mr. Frank Partridge, the president, replying, characterised the gathering as an indication of the progress which the organisation was making. The membership was now over 550, so that it seemed pretty certain that the majority of dealers in the British Isles were under the influence of the association, an influence which all agreed was a good one. It was partly owing to the activities of the association that some eight years ago the luxury tax was killed, and this year they tackled the import duty under which they had suffered.

Mr. Harris, president-elect, submitted the toast of "The Collector." During his very long experience he had, he said, met collectors in all walks of life—some rich, some poor, some collecting with the love of the beautiful, and rare, some with the desire of possession. The English collector could not compete with the great museums on the other side, which had had large sums of money left to them. Nevertheless, many of the best pieces in a collection which recently went across the water were now back in London again. (Cheers.)

JOYS OF TREASURE-HUNTING.

Sir Philip Sassoon, M.P., responding, said that throughout all ages and in every clime, from the garden furniture of Adam and Eve to the latest productions of Mr. Roger Fry, men had sought to acquire, in the words of the catalogue, objects of art and virtue. When the Queen of Sheba packed her grip and went to see King Solomon it was not to hear what he had to say, it was simply to see what he had in his house—(laughter)—and when she saw his axes and his peacocks, and his spices, and his ivory, and his vessels of gold and silver, and his pillars of brass encased with pomegranates, we were told "there was no spirit left in her." (Laughter.) "How many of us," said Sir Philip, "when we have had the privilege of visiting the collections of some of our friends, have felt, with the Queen of Sheba, that there is no spirit left in us?" The ancient Egyptians prized their possessions so much that often the objects of their daily life were carefully sealed in their sepulchres. The golden age of Greece produced sculptures the finest fragments of which were priceless to-day. Never was art more patronised than in the days of the Italian Renaissance, and so we came to the Dutch masters of the eighteenth century, the looms of Flanders and Gobelin, the tester beds of William and Mary, down to the fragile perfections of Robert Adam. The real collector got just as much satisfaction out of a lustre teapot as out of a Velasquez picture. It was not necessary to spend a great deal of money to achieve acquisitive happiness. A lady who had been to a sale told him of the hectic struggle which resulted in her securing two small china knobs from a pair of skunk. They gave her just as much pleasure as if they had been Ming instead of Victorian. (Laughter.) The proudest moment in his life was when at Eton he became the possessor of an ottoman and a mottled cover of velvet decorated with a bobble fringe. (Laughter.)

The other day he was at Cambridge, and was shown a small, insignificant book, a navigator's almanac, but it bore the name of Francis Drake. That gave him a big thrill," confessed Sir Philip, "and it was with difficulty I restrained from placing it in my pocket and essaying a successful 'go-away.' That little book had been lent to Mr. Popsy by Evelyn, and it was never returned by Mr. Popsy, though he was repeatedly asked to do so." (Cheers.)

Replying to the toast of "The National Museums and Art Galleries," proposed by Mr. H. Stuart Page, Sir Robert Wilt, chairman of the National Art Collections Fund, said that dealers were becoming more scholarly, and from them the museums asked the help of their knowledge and experience. Many dealers had made magnificent gifts to the public collections. (Cheers.)

Mr. H. Clifford-Smith, of the Victoria and Albert Museum, who also replied, advised the potential collector to study the museums and galleries and then to place himself in the hands of a reputable dealer.

HONGKONG VOLUNTEER DEFENCE CORPS.

[ORDERS BY MAJ. E. MELVILLE SMITH, M.B.E., ADMINISTRATIVE COMMANDANT.]

1.—ENGINEER COMPANY.

Signal Section will parade at Corps Headquarters at 5.30 p.m. on Monday, 28th June, 1926. Dress: Muffi.

2.—ARMOURER CAR COMPANY.

Parade at Corps Headquarters at 5.30 p.m. on Monday, 28th June, 1926.

(a) Vickers Gun, under C.S.M. Hancock.

Another short course of instruction will be started. All those wishing to learn the gun from the start should attend.

(b) Drivers at Happy Valley as detailed by Corporal Ramsay.

(c) It is notified that Field Day will be held on Sunday, 18th July, 1926. Further details will be published in due course.

3.—INFANTRY COMPANY.

The Kennedy Road Range is available for the Infantry Company on Monday, 28th June, 1926, at 5.30 p.m., for Musketry Practices.

4.—ARMS.

Members are reminded that rifles and bayonets must be returned to Volunteer Stores at once for overhaul by the Armourer.

5.—STRENGTH.

The following are taken on the strength on 21st June, 1926, and posted as under:

No. 1058 Pte. J. Durran, Mounted Infantry Company.

No. 1059 Pte. J. H. M. Andrew, Mounted Infantry Company.

No. 1060 Pte. W. D. Owen, Armoured Car Company.

6.—APPOINTMENT.

No. 455 Pte. T. C. T. Beck, Mounted Infantry Company, is appointed Lance-Corporal, as from 10th June, 1926.

7.—RESIGNATIONS.

The following are permitted to resign from the Corps:—

No. 719 Gr. F. P. Williams, Artillery Co., dated 26th June, 1926.

No. 955 Pte. J. Holmes, No. 4 Platoon, dated 7th June, 1926.

No. 629 Pte. D. MacCrae, Reserve Co., dated 12th June, 1926.

8.—STRUCK OFF.

No. 107 Pte. A. A. Bolton, Reserve Co. (died at sea on his way home), is struck off the strength on 10th June, 1926.

No. 1058 Pte. D. A. Campbell, Mounted Infantry Co., having left the Colony, is struck off the strength, as from 22nd June, 1926.

G. E. SWINTON, Capt., Adjutant, H.K.V.D.C.

Hongkong, 25th June, 1926.

HARBIN'S LATEST MURDER.

WELL-KNOWN RUSSIAN POLICE INSPECTOR SHOT.

"REDS" AND "WHITES" STILL ACTIVE.

Another Russian member of the Harbin Police Force has been murdered. The deceased, an inspector, in company with another police officer attempted to arrest another Russian whose actions were regarded as suspicious. The man ran away from them, turning and shooting the inspector as he did so. The policeman returned his fire, but he escaped. The officer was not then dead, but was taken to hospital where he expired after an operation, surrounded by his family and friends. He had been in the Harbin Police Force for many years, having joined after service in the Russo-Japanese war. He took an active part in the arrest of Korniloff, and was prominently identified with other sensational cases. The police authorities assured him on his deathbed that his family would be cared for.

Hooliganism by "Red" and "White" Russian lads, continues with unabated violence. There have been further shootings on both sides, and street brawls in which many have been injured.

SOVIET CITIZEN ARRESTED.

A Soviet citizen, Vassiliff by name, who arrived here recently from Vladivostok and who was staying at the Moderne Hotel, has been arrested for having in his possession some forged Bank notes of the Imperial Canadian Bank, one of which he had presented to one of the local banks to be changed. The latter applied to the International Banking Corporation, who examined the notes and found them exactly identical with some specimens of counterfeit notes they had received two months ago, with a warning that such notes were going to appear in China. The notes in question are of \$100 denomination and are very good imitations of the real notes. The International Bank would not state positively that the notes handed in, in this case were bogus, but informed the police of the matter and the latter are now making a thorough investigation. The presenter of the notes who has been arrested insists that they are genuine and the police, when making a search of the man's baggage at the Hotel found nothing suspicious. The arrested man after having been kept detained for over 24 hours has been released on bail, his sureties giving their undertaking that he would not leave the town until the matter had been thoroughly cleared up.—N.C. Daily News.

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SHEWAN, TOMES & CO.

GENERAL MANAGERS,

HONGKONG.

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As far back as 1511, Java was first visited by a lieutenant of the famous Portuguese, d'Albuquerque. Not until 1577 did the English, under Drake in his memorable voyage round the world, touch at Java.

Then in 1596 came the Dutch, under Houtman, who 6 years later founded the famous Dutch East India Company. In those days it needed months of weary voyaging to reach the far-famed Spice Islands.

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Motor tours on splendid roads through scenery of unsurpassed grandeur;

A delightful climate;

Magnificent ruins of Hindu Temples and innumerable places of interest to visit

comprise only a few of the attractions calling insistently to those who seek relief from the weariness of a Hongkong summer.

The Spice Islands are within your reach!

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[A.P.]

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HONGKONG

COMPANY MEETING.

HONGKONG TUG & LIGHTER CO.
LIMITED.OBJECTION TO A "HONGKONG
PRACTICE."

The second ordinary yearly meeting of shareholders of the Hongkong Tug and Lighter Company, Limited, was held at the offices of the General Managers (Messrs. Showan, Tomes & Co.), St. George's Building, yesterday morning.

Mr. R. G. Shewan presided and there were also present Messrs. C. P. Marcel, Li Tse Fong and W. J. Carroll (members of the Consulting Committee), Mr. Noel Bragg (Secretary), and Messrs. A. L. Shields, F. W. Stapleton, A. Thornhill, Allan Keith, D. W. Munton, S. C. Cook, F. P. Lenfesty, J. Toppin, A. A. Botelho, H. Dreyer and Capt. A. W. Best (shareholders).

CHAIRMAN'S SPEECH.

The Chairman said that the gross profit on working is \$39,086.76, and this had been disposed of by writing off:—

\$20,862.23 from cost of tugs and lighters in commission on 31st March, 1925, moorings, equipment and office furniture,
\$3,805.05 preliminary expenses, and
\$15,000 from underwriting commission,

leaving \$19,419.48 at credit, which, carried to the credit of profit and loss, reduced the amount at debit of profit and loss account to \$22,727.40. The result was disappointing, but was not surprising under the circumstances, which were well-known to them all. Steamers were carrying their cargoes past the pier, and while this lasted there could only be a greatly reduced demand for the services of such a Company as theirs. They were keeping down expenses as much as possible, but certain outlays, such as the upkeep of the fleet, wages, etc., had to go on whether the fleet was fully employed or not. In other words, in normal times they could do a much larger turnover and make a far larger profit with the same fleet for very little extra expenditure. But the present condition of things was abnormal, and they must be thankful that they managed to hold their own during the past year.

As he had said last year, the Company had to overcome "old custom" and the competition of Chinese junks and cargo-boats and create a goodwill and connection of its own; and although it was uphill work while shipping business was so restricted, nevertheless, they felt that they were making headway slowly and should be able to command a fair share of tug and lighterage business when the trade of the port returned to normal conditions.

The fleet now consisted of:—

- 11 80-ton lighters,
- 3 100-ton lighters,
- 10 125-ton lighters, of which 4 are still under construction,
- 1 120-ton lighter,
- 4 175-ton lighters,
- 2 250-ton lighters,

one motor-boat, one motor-junk and one lighter now being fitted with a motor, and three tugs. All their craft had been well kept up and were in excellent repair.

The loan to Messrs. Carroll Brothers, he ought to say, was made against shares as security, and he regretted that it was not so stated in the accounts before them.

He proposed that the report and accounts, as presented, be adopted and passed, and said he should be pleased to answer any questions from shareholders.

Mr. F. W. Stapleton seconded, and the report and accounts were passed, with one shareholder voting against.

OTHER BUSINESS.

On the proposition of Mr. S. C. Cook, seconded by Mr. A. A. Botelho, Messrs. C. P. Marcel, W. J. Carroll and Li Tse Fong were re-elected as members of the Consulting Committee.

On the proposition of Mr. D. W. Munton, seconded by Mr. J. Toppin, Messrs. Percy Smith, Seth & Fleming were re-elected as auditors at a fee of \$400.

A HONGKONG PRACTICE.

Capt. A. W. Best said: I would like to say that it is about time that this Hongkong practice of directors and consulting committees lending funds of the Company was stopped. We are in debt, and the company has loaned about \$25,000. I think we know this is a Hongkong practice, and it is time it was stopped.

The Chairman: Very well, we will take it into consideration, sir.

The Chairman: That is all the business of the meeting, gentlemen, and I am very much obliged to you for your attendance.

CHURCH CHORISTERS' STRIKE
THREAT.

A novel strike is threatened in Paris. While the cost of living has increased in the proportion of one to five, and the church has multiplied by five the ceremonies at which the services of professional soloists and chorists are required, the remuneration given to these people is the same as in 1914. Applications for increased salaries have been made several times to the Paris Archbishopric authorities without result, and the soloists and chorists now talk of starting a strike movement if they do not receive satisfaction. It will not be a difficult matter to obtain the services of volunteer singers if the strike threat is carried into effect, but the discontented vocalists say that for interpretation of certain works of Faure, Saint-Saens, and Widor, professional singers will be necessary.

SLAVE TRAFFIC IN SUDAN.

WOMEN AND CHILDREN SEIZED
BY RAIDERS.

BRITISH ACTION.

Nearly two years ago a Special Correspondent of *The Daily Chronicle* who was visiting the Red Sea regions described how slavery had again become rampant there.

There were—and still are—two sources of this traffic in human beings.

Men, women and children are seized by slave-dealers in the remote parts of the Sudan near Abyssinia and in districts of Abyssinia as well.

They are smuggled down to the Red Sea coast and shipped across to Arabia.

Dhows in which they are shipped are protected on both sides of the Red Sea by reefs and shoals which make it difficult for gunboats or other naval craft to follow and capture them.

The open-sea part of the journey can easily be covered during the hours of darkness.

These slaves taken across are sold mainly in the Hedjaz, where slavery has for a long time existed quite openly especially during the reign of King Hussein, who supported it as being sanctioned by the Koran.

The other source of the traffic in slaves is the Hedjaz, where pilgrims to the Holy Places are often fallen upon, captured and sold.

INQUIRY BY LEAGUE.

According to a White Paper (papers relating to slavery in the Sudan) the Governor-General of the Sudan, Sir Geoffrey Archer, has, as the result of a general inquiry by the League of Nations, taken up the question, and has appointed Mr. C. A. Willis, head of the Intelligence Department in the Sudan, to act as Special Slavery Commissioner.

Mr. Willis is to "obtain all information possible as to the numbers and conditions of slaves, domestic or otherwise, in the Sudan," and to "put forward recommendations likely to accelerate the rapid disappearance of slavery from the Sudan."

He will also visit the Hedjaz to examine "the conditions under which pilgrims visit the Holy Places."

It is suggested that a centre be established in the Red Sea Province for the accommodation of freed slaves pending their disposal by absorption, repatriation or otherwise.

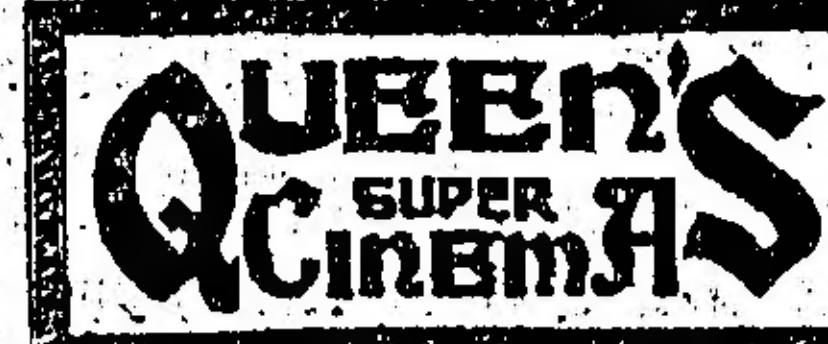
The White Paper states that slavery was entirely suppressed in 1921 in the Sudan as the result of the labours of a special department which had been at work since 1909.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

June 24th, 1926.	
Hongkong Bank	\$1,127 1/2 buy, 1,139 1/2
Do, London	218 1/2
Chartered Bank	220 1/2
Moravian Bank, A & S	230 1/2
Do, O	213 1/2
P. & O. Bank	29 1/2
East Asia Bank	28 1/2
Canton Insurance	\$840 buy.
China Underwriters	\$120 buy.
North China Insurance	114 1/2
Union Insurance	\$335
Yangtze Insurance	\$37 1/2
China Fire Insurance	\$300
Hongkong Fire Insurance	\$385
Do, C & M Steamers	\$244
Donghai	\$244
Hongkong Tugs	\$244
Indo-China (Fret)	\$24
Do, (Def.)	\$46
Star Transport	\$27 1/2
Waterboats	\$16 1/2
China Sugar	\$24 1/2
Malayan Sugar	\$34
Bonguet	\$18 1/2
Kailan Mining Ad.	\$12 1/2
Langkate (combined)	\$12 1/2
Shanghai Explorations	\$12 1/2
Shanghai Loans	\$12 1/2
Ranb	\$5
Tromoh Mines	\$5 1/2
Ural Cables	\$5 1/2
H.K. & W. Docks	\$54 1/2
H.K. & W. Docks	\$54 1/2
New Engineering	\$14 1/2
Shanghai Hotels	\$14 1/2
H.K. & S. Hotels	\$11
Hongkong Lands	\$67
Hongkong Realty	\$57 1/2
H.K. Territorial	\$5
H.K. Developments	\$20
Humphreys Estates	\$14
Princes Buildings	\$35
Rural Lands	\$5
Two Cottons	\$12 1/2
Oriental	\$12 1/2
Shanghai Cottons (old)	\$12 1/2
Do, (new)	\$12 1/2
China Buses	\$12 1/2
Hongkong Tramways	\$12 1/2
Peak Tram (old)	\$12 1/2
Do, (new)	\$12 1/2
Singapore Tramways	\$12 1/2
Amusement	\$11 1/2
Canton Ice	\$12 1/2
Cement (combined)	\$12 1/2
Do, (old)	\$12 1/2
Do, (new)	\$12 1/2
China Lights (combined)	\$12 1/2
Do, (old)	\$12 1/2
Do, (new)	\$12 1/2
China Provident	\$12 1/2
Constructions	\$12 1/2
Dairy Farms	\$12 1/2
Der A Wings	\$12 1/2
Hongkong Electric	\$12 1/2
Macao Electric	\$12 1/2
H.K. Buses (combined)	\$12 1/2
Do, (old)	\$12 1/2
Do, (new)	\$12 1/2
Lane Crawford	\$12 1/2
Mackintosh	\$12 1/2
Sincere	\$12 1/2
United Asbestos	\$12 1/2
Watsons (old)	\$12 1/2
Wm. Jovells	\$12 1/2

buy—buyers; sell—sellers; ex—sales; nom.—nominal.



TO-DAY AND TO-MORROW.

At 2.30, 5 sharp, 7.15 and 9.30.

LOVELIER THAN WORDS CAN DESCRIBE

LILLIAN GISH

IN

"ROMOLA"

WITH

DOROTHY GISH

There never has been a production more beautiful than this. It is a marvel of pictorial charm. Lillian Gish seems to have stepped from the pages of George Eliot's novel. In the colourful costumes of the era she fits in perfectly with the mediaeval palaces and cathedrals.

THE STAR

TO-DAY AND TO-MORROW.

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The Hongkong and China Gas Co.'s Showrooms,

AND IN KOWLOON AT

The China Light and Power Co.'s Showrooms.

[A.P.B.]

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rugby, June 22nd.	
Paris	17 1/2
Brussels	17 1/2
Amsterdam	12 1/2
Berlin	20 3/4
Copenhagen	18 3/4
Vienna	34 1/2
Helsinki	19 1/2
Oslo	21 1/2
Buenos Aires	45 1/2
Shanghai	2 1/2
Yokohama	1 1/2
New York	4 1/2
Geneva	34 1/2
Milan	13 1/2
Stockholm	18 1/2
Oslo	22 1/2
Prague	16 1/2
Madrid	30 1/2
Rio	7 1/2
Bombay	1 1/2
Hongkong	2 1/2
Silver (Spot)	30 3/16
Silver (forward)	30 3/16

CANADA'S BUDGET.

After a four hours' debate in the Dominion House of Commons, the Budget resolutions introduced by Mr. Robb, Minister of Finance, last April, were carried in the early hours of this morning by 121 votes to 108.

They provide for taxation reductions aggregating approximately \$25,000,000, with a tariff reduction on motor-cars and other minor tariff adjustments. The Conservative amendment declaring tariff changes unjustifiable without first having investigations and recommendations from the newly appointed Tariff Advisory Board, was defeated by the same majority of Progressive, Labour, and Independent members, who all supported the Government. Mr. Mackenzie King, the Canadian Prime Minister, was paired with the Opposition leader, Mr. Meighen, who was absent owing to an attack of influenza.

WEATHER REPORT.

A man who was born in England, but has lived 50 years in America, sent the British Chancellor of the Exchequer bonds to value of £1,370. "As a contribution towards reduction of the British debt to the United States." This is the third donation for that purpose within three years.

Last night's weather report, forecast and remarks by the Royal Observatory stated:—
The depressions over Tongking remain stationary.
Local forecast: Southerly winds, moderate overcast, occasional rain.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD
MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bed legs, abscesses, ulcers, oozings, gout, rheumatism, gonorrhoea or Derivashire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown & Chronic Weakness.
VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gravel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING CASH CHEMISTS.

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The Ideal Flannel for Summer Suits
Is a safeguard against colds as with excessive perspiration it never strikes chilly.
Excellent for sports wear.

Is economical as with repeated washing it does not shrink and wears well.
We confidently recommend "Viyella" and guarantee to replace any shrunken garment.
NEW STOCKS IN CREAM AND GREY.
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Alexandra Building, Des Voeux Road.

DAIRY FARM NEWS.

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CANADIAN TRIPE

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28 Cents per lb.

AN IDEAL SUMMER FOOD.

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FOR
ABSOLUTE
RELIABILITY:—

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MONDAY, June 28th to SAT., July 3rd.

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POPLINS, ZEPHERS, THIERLINES, ETC., ETC.

USUAL PRICES—\$1.00 to \$3.50.

SPECIAL SALE PRICES**50 cts. to \$1.50 yard.**

LADIES, DO NOT MISS THIS OPPORTUNITY.
THOUSANDS OF REMNANTS.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

THE "BRITISH GAZETTE."

HOW IT REACHED A CIRCULATION OF 2,200,000.

UNEXAMPLED ACHIEVEMENT IN JOURNALISM.

REMARKABLE TRIUMPH.

At last the moment has come to tell the story of one of the most signal exploits and adventures in the annals of English journalism—the foundation in a day and a night of a daily newspaper, *The British Gazette*, and the multiplication of its issue within a week to the stupendous total of over 2,000,000.

Nothing like it has been done before, the world over. If the exceptional occasion provided the inspiration and the opportunity, it also imposed the severest disabilities. What was done represented a triumph of resource and determination over what might well have seemed insuperable difficulties. It is a triumph of which all who had part in it have a right to be proud, and one which has served equally well two great causes.

It has defeated the attempt to keep the country in the dark during a formidable crisis in its affairs; and it has vindicated the Press against a new conspiracy to muzzle its freedom.

Let us tell the story, which opens on Monday, May 3rd, under the shadow of a General Strike to be declared at midnight—a strike of which the master-stroke was to be the shutting down of the newspapers.

It was impossible to acquiesce in the prospect of a nation, exposed to the interruption of the whole of its social and industrial economy, and at the same deprived of its news, and of the one medium through which public opinion might find and express itself.

But what was to be done?

A FAMOUS LETTER.

The Government were alert to the emergency, and the Chancellor of the Exchequer called to the Treasury on Monday the representatives of the Newspaper Proprietors' Association (representing the London Press) and of the Newspaper Society (representing the Provincial Press). But he obtained from the conference little comfort or encouragement. Its members were unable to agree to the suggestion that they should co-operate in the production of a common emergency news-sheet, and the conference broke up indecisively.

At this juncture, the Editor of the *Morning Post* wrote to Mr. J. C. C. Davidson, M.P., the Deputy Civil Commissioner for London, saying that, with the co-operation of the Government, he would undertake to produce a four-page bulletin paper, to the number of 100,000 daily, and suggesting that if there were any difficulty, the Government should commandeer some big newspaper office (that of the *Morning Post* or another) and order so many papers to be produced. Meanwhile, the work of producing what promised to be the last issue of the *Morning Post* for an indefinite time proceeded. An emergency edition was sent out at 9 o'clock, and, as the mechanical staff did not strike until they had completed the regular shift, it was possible to produce at midnight a 20-page edition of the *Morning Post*, though its distribution was limited by the cessation of the train services.

The send that had been sown by the Editor's letter was germinating, and was to spring up presently with the swiftness of Jonah's gourd.

At a hastily-called dinner on the Monday evening, the Editor, the General Manager, and the Managing Editor agreed that the *Morning Post* must somehow play its part in the crisis that was approaching, and they drafted a formal memorandum for presentation to the Government, outlining a definite scheme for co-operation with Government. It offered, if adequate protection were given, to print at first 100,000 copies of a news-sheet at night and to raise the output to 400,000 copies by the end of the week. It placed the staff of the *Morning Post* at the service of the Government, to work under its direction and authority.

THE GOVERNMENT ARRIVES.

Late that night important visitors to the Editor were announced, and into the Editorial room marched the Chancellor of the Exchequer, Sir Samuel Hoare, Mr. J. C. C. Davidson, and a train of departmental officials. They had come to act on the suggestion of the Editor's letter; to Commander on behalf of His Majesty's Government the *Morning Post*; and to convert it offhand into a Government news-sheet—*The British Gazette*. Sir Malcolm Fraser was put in charge as the direct representative of the Government.

The step about to be taken was a momentous one for the *Morning Post*, and hardly less so for the Government, who never before had taken responsibility for the production of a daily newspaper. In more than 150 years the *Morning Post* had but once interrupted its daily issue, and now not only were all its resources to be handed over to others, but its very name was to disappear.

Only the extreme gravity of the occasion could have justified the innovation on the one side and the self-effacement on the other.

The act of taking over having been confirmed by a Cabinet Minute, signed by Mr. Winston Churchill, the conference in the Editor's room, with the technical hands of the paper present to advise, was continued until three o'clock in the morning.

What was the utmost that could be done with the plant and resources available? For the answer to that question everything depended on the attitude of the men employed on the mechanical side, especially the compositors.

At four o'clock in the morning on the fateful Tuesday, the General Manager called a meeting of the machine-room overseers, and put the case to them. All but the foundry overseer agreed to carry on.

A CRUCIAL TEST.

Now came the crucial test—what would the staff of the composing-room do? The Printer, Mr. A. Turner, who was a tower of strength, a man of infinite resource and untiring energy all through the unexampled ordeal—was confident they would stand by the paper. Summoned by telegram and brought in by motor-car at an hour earlier than usual, they were assembled in the composing-room and addressed by the Editor and the General Manager. They responded heartily to the appeal to stand by the paper which many of them had served so long; but they felt it to be their duty to report to their Union, the London Society of Compositors. Pending instructions, they started setting the first number of *The British Gazette* and had got up five columns of matter when, at five o'clock, their representative came back to say that they were forbidden to touch the work.

There was nothing more to be said, and it seemed doubtful whether there was anything more to be done; for the production of a newspaper without anyone to set the type is impossible.

It was a situation charged not only with fatefulness, but with poignant feeling. These old servants of the *Morning Post* were bound by long association and many memories to the paper, and were deeply attached to its fortunes. It was a hard and bitter choice that they had to make between the two allegiances; and not a few of them broke down under the strain.

When the last man had gone, the iron doors of the composing-room were shut with a clang, and the work went on. For measures had already been taken to meet the emergency which had arisen.

WELCOME HELP.

The Chancellor of the Exchequer had rung up Lord Beaverbrook to ask what help he could give; and Lord Beaverbrook responded by lending for the service of the *British Gazette* the one man without whom it is not too much to say the situation could not have been saved. This was Mr. Sydney W. H. Long, the night Superintendent of the *Daily Express*—a man of great experience and rare skill on the technical side of the printing. After working for years as a linotype operator, he became master-printer and then night Superintendent of Lord Beaverbrook's paper. He was also a stout trade unionist and had played a leading part in getting for the Compositors' Union their present charter. It was in his hands alone that the setting of the *British Gazette* depended. But five columns of the first number were set. The rest Mr. Long did with his own hands, except for the little brought in from the outside by the Stationery Office.

Of the Readers, three remained staunch—Mr. R. Harris, the head reader, Mr. P. J. Greene and Mr. F. Moody.

With Mr. Long, came Mr. Evans, head machine-room overseer, and Mr. Trotter, chief mechanical engineer of the *Daily Express*. By courtesy of the Directors, Mr. Alfred Hawkins, chief stereotyper of the *Daily Mail*, was provided for the foundry a little later.

In the machine-room, where the great presses operate, there was left of the *Morning Post* staff only Mr. Holmes, works manager, and Mr. Boyd, machine-room overseer of the *Morning Post*, but they were reinforced by Mr. Thompson, chief engineer of the *Morning Post*, Mr. Norris, chief electrician, and Mr. Palmer, linotype mechanic.

But three or four men, however expert, cannot run the great presses. Gears for each machine were required, to handle the paper, rollers to oil and tend the machinery, to change the cylinders with the galleys, and to take away printed papers as they pour from the flies.

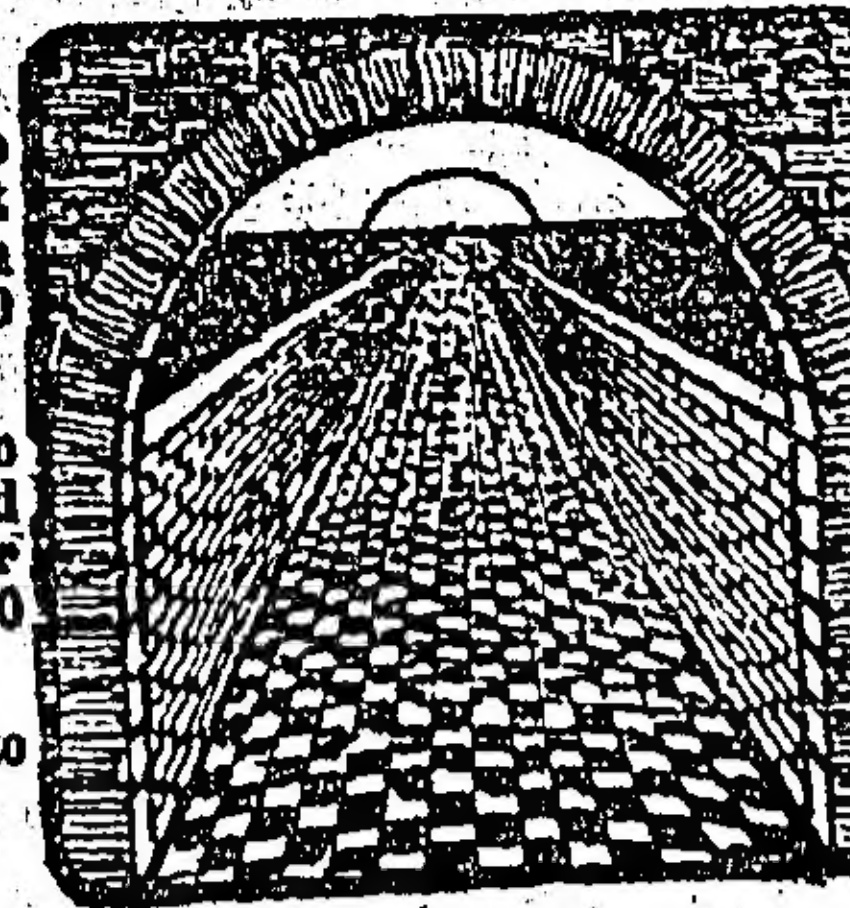
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Delivered to Peak District (above Bowen Road), \$24.00 per ton.

Delivered to Bowen Road and Lower Levels, \$22.00 per ton.

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MY WINE.

We can supply you with a perfect Claret and a delicious White Wine.

MY WINE CLARET

Per Bottle—\$ 1.20

Per Dozen—13.00

MY WINE WHITE

Per Bottle—\$ 1.40

Per Dozen—16.00

Give us a Trial.

MAGASIN GENERAL.

A MEMORABLE SCENE.

There was some volunteer labour available, all of it inexperienced, but it was thought better on this critical occasion to depend on members of the *Morning Post* household; and so the Editorial Staff, most of which was out of commission in dealing with so small a paper, clothed itself in dungarees, and marched down to the machine-room, to be initiated into its job.

Such a sight was never seen before. Lender-writers, art and music critics, reporters, sub-editors, financial experts—every able-bodied man, of whatever rank or station, was recruited for the occasion, and all responded to the call with "a frolic welcome."

The machines were late in starting. There was an accident in the foundry. A mould was broken; it took nearly two hours to clear away the splashed metal so that the autotype would work again.

It was nearly midnight when the last plate had been locked on the cylinder and the signal to start was given. "It was a night of 'toll and ineffable weariness' for all engaged—a night full of anxieties and some disappointments, as might be expected with what was after all but a brilliant improvisation."

But the end was achieved. By six o'clock in the morning 220,000 copies of the first number of the *British Gazette* had been produced, and largely distributed.

The first supplies were sent to the aeroplane stations to be conveyed to the provinces, and the remainder of the edition was despatched by motor-van or car.

On Wednesday morning the *British Gazette* was a newspaper in being. Every succeeding night the organisation improved, the resources, except on the mechanical side, developed, and processes of production became more methodical and easily working.

MANY INVENTIONS.

On the first night it had been necessary to leave the two inside pages of the four-page sheet a blank. On the next night, Wednesday, all four were filled with news, and the amount of the issue was more than doubled. Indeed the total print increased rapidly in geometrical progression, until, at the end of a week, no fewer than two million copies of the *British Gazette* were being printed and distributed all over the country.

To produce this result a complete re-organisation of the office had to be undertaken.

The Government had placed editorial direction in the hands of Sir Malcolm Fraser; the control, on behalf of H.M. Stationery Office, in those of Mr. W. H. Codling; and the work of distribution was undertaken by Mr. Kimpton, of Messrs. W. H. Smith and Son. Admiral Sir Reginald Hall was called in to take charge of personnel. Paper supplies were committed to Mr. E. Bowater, and the ink supplies to Mr. G. W. Dane.

A new telephone system was installed as in the twinkling of an eye, and arrangements were made for feeding the multitudinous staff which rapidly grew up, for transporting many workers to and from their homes, and for sleeping others on the premises.

The protection of the building, also became a primary necessity. Its approaches were guarded by Metropolitan police and special constables, and admission to the building could only be obtained on official pass. The building was like a beleaguered fortress.

The work on the production of the paper began at 10 o'clock in the morning—only an hour or two after the printing of it had been suspended.

Owing to the fact that there was only one man operating the linotype, a very early start was essential. Those of the editorial staff who were not employed on editing or sub-editing took turns as copy-holders in the reading-room, where

(Continued on next column.)

SPEEDSTER'S RECKLESSNESS.

TRAVELLING AT 45 MILES AN HOUR.

The licensed driver of a private car was charged—before Mr. R. E. Lindell, at the Central Magistracy yesterday—with reckless driving and failing to obey a police signal.

Divisional Inspector P. Grant said he was at Queen's Road West on Wednesday night when he observed the defendant travelling at a speed which he estimated at 45 miles an hour. He waved to the driver to stop while standing in the middle of the road with the headlights full on, but he swerved aside and got away. Later on, as expected, the car returned, and the driver again attempted to escape by swerving, but was forced to come to a standstill near the pavement.

Fines of \$50 or four weeks' hard labour were imposed on each of the two charges, and the Magistrate also recommended the suspension of defendant's licence.

FALSE PRETENCES.

SEQUEL TO A YEAR-OLD THEFT.

When a Chinese entered the Hongkong Electric Company's showrooms, in Queen's Road Central, on Wednesday, he was recognised by Mr. W. E. Orchard, the superintendent, as a man who over a year ago, had obtained two desk fans from the showrooms by false pretences.

Before Major C. Willson, at the Central Magistracy yesterday, when the man was charged, Mr. Orchard said that the defendant had previously bought goods from the showroom on behalf of the South China Electric Company. On March 31st last year, he came to the showroom and asked for six desk fans, two of which he took away with him in a rickshaw. In accordance with defendant's request, the other four fans were sent to the South China Electric Company, but they were returned on the ground that they had not been ordered. So far, payment had not been made for the two fans removed by defendant, nor were they returned.

Defendant was sentenced to three months' hard labour.

The Chief Reader and two of his colleagues had stood by, or in the composing-room, pulling proofs or driving cars, or even acting as messengers.

To understand the strain under which the *British Gazette* was produced in its early days, it is only necessary to realise that many of the keymen worked, sleeping in matches, for 72 hours on end; and that a number of these never left the building at all. Without such devotion to their task the *British Gazette* would never have been possible.

Now that the end of the strike has come, and the need for a Government news-sheet is over—now that the organisation so hurriedly improvised, is working at its highest efficiency—that elaborate machine, so painfully and laboriously constructed and adjusted, has to be scrapped.

That is the irony of the situation. But the heroic task attempted has been saved. The most formidable and insidious attempt that has yet been made to cripple the freedom of the Press and to withhold essential news from the public, has been frustrated.

The *British Gazette* may have had a short life; but it has fulfilled the purpose of living.

It becomes a memory; but it remains a monument.

WHAMPOA DEVELOPMENT.

THE BOARD OF DIRECTORS.

DESIRE TO RAISE TWENTY MILLION DOLLARS.

[FROM OUR CHINESE CORRESPONDENT.]

The Kuomintang have, so far, approved the appointment of the following Directors of the Whampoa Port Development Company of Canton: Messrs. Chang Ching Kiang, Sun Fo, T. V. Soong, Chan Kung Pok, Leo Luk Chiu, Chau Pui Chin, Lam Lai Sang, So Shu Ching, Chan Shun Ming, Hui Sum Kin, Ma Pak Lin, and Luk Sui Yin.

The object of the Company is to improve the Harbour of Whampoa; and for this purpose it is proposed to raise a capital of \$20,000,000. One-half of this will, it is stated, be advanced by the Kuomintang and the other half will be obtained by co-operation between the workers and merchants, who form part of the directorate of the company. The directorate will comprise 13 members. The Kuomintang nominate six members and a chairman and the merchants and workers will nominate six others for appointment by the Kuomintang Central Executive Committee.

The Kuomintang some time ago decided to issue a loan of \$5,000,000, part of the proceeds of which were to be devoted to this project; but, so far, there has been very little voluntary subscription. In order to dispose of the bonds the Kuomintang have been using them for part payment of official salaries and the people of Eastern Kwangtung have been forced to subscribe \$2,000,000.

UNREST IN THE PROVINCE.

Reports from several directions appear to show that forces antagonistic to the Kuomintang are endeavouring to interfere with the Northern Expedition. The sudden rushing of troops of the 4th Army Corps to the Eastern districts during the last few days has aroused no little speculation for these troops were supposed to go North. The uprising of a number of "bandit" gangs in different parts of the Province of Kwangtung lately is also regarded as having political significance.

HUNAN GENERAL DISSATISFIED.

General Chiang Kai Shek, the Commander-in-Chief of the Kuomintang Forces, is to accept the resignation of General Tan Yen Kai of the 2nd Army Corps, but the junior officers of this Corps are urging their commander to withdraw his resignation. General Tan is reported to be dissatisfied with the way General Chiang is dealing with the Hunan situation. He felt that he should have been entrusted with the command as he is a former Tschun of Hunan, but General Chiang has not even asked him to despatch any of his troops to the front. When Tan was driven out of Hunan two years ago, he brought his defeated army with him, and the men have remained with him ever since.

ARRIVALS BY THE "PRESIDENT PIERCE."

PASSENGERS' "WHO'S WHO."

Yesterday morning the s.s. *President Pierce* arrived from San Francisco via Honolulu, Yokohama, Kobe and Shanghai, and will leave this afternoon for Manila. The liner carried 695 tons of cargo, 477 bags of mail, and 22 cabin and 100 steerage passengers for Hongkong.

Passengers on board for Hongkong included the following:—
Mrs. F. E. Cameron, is returning to Hongkong after a visit to Hawaii. Mrs. Cameron was formerly proprietress of the Carlton Hotel in Hongkong.

Mr. Ho Fan, of the Bank of Bishop of Honolulu, is on a business trip to Hongkong.

Mr. and Mrs. de B. Kops are returning to Singapore from a pleasure trip to Japan.

Mr. T. A. Martin is connected with Messrs. Calbeck & MacGregor. Mr. Wilhelm Osle, of Soerabaya. Mr. and Mrs. A. W. Rettig, of Los Angeles, on a combined business and pleasure trip to the Orient.

For Manila:—
Mr. Hiram Bingham is a member of the staff of the American Legation at Peking, on a trip to Manila.

Mr. and Mrs. Robert Bogan are on a business and pleasure trip. Mr. Bogan is a representative of Johnson & Johnson, medical supply firm, of Brunswick, N.J.

Mr. and Mrs. J. C. MacDougall are returning from a visit to America. Mr. MacDougall is connected with the Pacific Commercial Co. of Manila.

Mr. J. L. Barrett is agent for the International Harvester Co., Cebu, P.I., en route to Manila.

Mr. Bayard Stewart and son, Bayard, jr., are returning to Manila where Mr. Stewart is manager of the St. Luke's Hospital.

BATHING BEACHES.

SUGGESTIONS TO THE COMMITTEE.

EIGHTY LETTERS RECEIVED.

ONE CORRESPONDENT SUGGESTS A BAND.

Over eighty letters were received in response to the public notice issued in the Press by Mr. W. Schofield, the Hon. Secretary of the Bathing Beaches Committee, relative to the improvement of bathing facilities in the Colony.

SANITATION.

A general suggestion made by almost all the correspondents was that sanitation on the bathing beaches should be improved by the erection of lavatories, and that the rubbish which accumulates on the seashore should be periodically removed.

"ROCKS" OR "PEBBLES."

A very common suggestion also, was that the big stones should be removed from the shore. One correspondent asked that the "pebbles" should be removed. Another bather designated them as "rocks."

REFRESHMENTS.

"Pipes with fresh water should be laid along the beaches" wrote another, "and at suitable distances taps should be placed—so that those who desired it could have fresh water."

Another correspondent wants kiosks on the beaches, and another calls for a soda fountain.

PUBLIC MATSHEDS.

The existing tents at Repulse Bay come in for criticism, and there is a suggestion that they should be done away with, and replaced by large public matsheds. The writer further suggests that costumes should be provided in these matsheds, at a charge of 50 cents to cover both the use of the shed and the hire of the costume.

OH BLACKPOOL!

One correspondent is a "whole-hogger" on the question of reform. He considers that the beaches lack the necessary amenities, and wants them to be made like those of our seaside-resorts at home. "I suggest," he writes, "that we have a band at the bathing beach on holidays. Why not?"

ADDITIONAL BEACHES.

One bather suggested that Island Bay at Shek O, which he considered the best bathing place in the Colony should be made a public beach. Several suggested that facilities for bathing at Deep Water Bay should be provided. Other beaches, which correspondents wanted opened were at Hung Hom, Tung Wah, Cheung Chow. Another correspondent complained that there were no bathing facilities in Kowloon.

HELP THE CHILDREN.

Referring to the remote beaches, such as Picnic Bay and Big Wave Bay, one suggestion was that small bamboo piers should be erected. The writer considered that they would certainly be appreciated by school-children, who periodically visit these bays on picnic expeditions. He did not estimate how often they would be washed away in rough weather.

Suggestions were also made for better facilities for the parking of cars, particularly at Castle Peak.

CROWING COCKS.

I have noticed that Chinese cocks in the New Territories have the habit of crowing all night—Mr. Dyer Ball (the Assistant Attorney General) at the Criminal Sessions.

I wonder where it came from, And how it came to stay,— The fallacy, that cockerels, Only crow at break of day.

And now I hear that Chinese cocks Oft crow all through the night; 'Twas noticed by a barrister, And honestly, he's right.

For long ago, one Autumn night, In a dear old English village: The village lads, and I with them, Went an orchard to pillage.

Stealthily we climbed the trees, We scarcely made a stir,— But a cockerel on an apple tree Woke up old Jim, the Gardener.

The tale is long, the tale is sad, Something I should forget, But then I sprained my ankle, And at times I feel it yet.

And one late night when I was young, I crept indoors, and—well, The old cock in the garden woke, And wildly gave a yell.

Next morning I gave up my key, For the Judge who judged me swore— That as Ginger crowed at break of day I unlocked the kitchen door.

I wrung the poor old brute's stiff neck, I still feel a little shame— A little hole with a pen knife— And the ferret had the blame.

Ah yes, all cocks crow at night time, And the barrister wasn't wrong, Who late at night he heard them In the villages near Hongkong.

PUNCHINELLO.

SHOT BY A POLICE CONSTABLE.

PIG DEALER'S SUDDEN END IN SAMPAN.

ENQUIRY OPENED AT MAGISTRACY.

Last Friday night a native passenger boat failed to stop when challenged by a police constable on duty at Praya West (between Centre Street and Eastern Street). The constable fired several shots from his revolver at the sampan, one of which hit, and killed a Chinese pig dealer, who had arrived in Hongkong earlier in the day with a cargo of pigs.

As a result of the man's death, an enquiry was opened by Mr. R. E. Lindsell, sitting as Coroner with a jury, at the Central Magistracy yesterday afternoon.

Mr. T. M. Hazlerigg (Assistant Crown Solicitor) watched the case on behalf of the Crown; while Mr. T. H. King (Director of Criminal Intelligence) watched on behalf of the Police.

Opening the Court, Mr. Lindsell said the enquiry concerned the death of a Chinese named Lam Cheung Lan, who met his death as the result of a revolver shot fired by a police constable on duty on the Praya on June 18th. The circumstances of the death were very clear and it would be the jury's province, after hearing the evidence and the law on it, to determine whether homicide was justifiable or whether it was unjustifiable. In the latter case, the jury might even have to bring in a verdict of manslaughter, or even murder against the constable.

DOCTOR'S EVIDENCE.

The first witness called was Dr. Craig, Government Medical Officer and Officer in charge of Mortuaries, who said that on June 19th he conducted a post-mortem examination at the Victoria Mortuary on the body of Lam Cheung Lan. He found a small hole in the small part of the right loin, about six inches above the hip bone and on a vertical line with the back of the arm pit. The hole was circular and appeared to have been caused by a bullet wound. There were no marks of powder or burning, and this indicated that the shot was not fired at close range. The abdominal cavity was full of blood. Witness described the nature of the wound and the course of the bullet's flight. He said that he recovered the bullet. The cause of death was shock and hemorrhage due to the wound described.

In answer to Mr. King, who remarked that two hours elapsed before the matter was reported, witness said the man's life could not have been saved even if he had received immediate attention after the infliction of the wound, in view of the bullet traversing the blood vessels.

In reply to Mr. Hazlerigg, witness said the bullet must have travelled a considerable distance as it did not emerge from the body.

FIVE EMPTY SHELLS.

Mr. C. Greenwood, the Police Armourer, was shown the bullet recovered from the man's body, and described it as being .38 in width and .38 long calibre. Shown a live bullet, witness said this was exactly similar to the other one.

Mr. King remarked that this bullet was found in the constable's revolver, together with five empty shells.

Witness said the shell belonged to .38 long revolver ammunition.

In answer to Mr. King, witness said he was of the opinion that the bullet was fired at a range of over thirty yards from the deceased.

In reply to Mr. Hazlerigg, the Police Armourer said if the calibre bullet he had referred to was discharged from the type of revolver shown him it would carry approximately 110 yards. It would kill (by penetrating the body) at a range of 75 yards.

THE BROTHER'S STORY.

The next witness was a younger brother of the dead man, who described himself as a trader dealing in pigs. He said his brother, himself and others came down to Hongkong from a place in Chinese waters with a junkload of pigs, consigned to a local Chinese firm. They arrived in Hongkong about 4 p.m. on June 18th and his brother and another man went on shore. Between seven and eight o'clock witness also went ashore and met his brother and the other man at the premises of the firm referred to. They made arrangements for some pig wash to take on board their junk and returned to Praya West between 8.30 and 9 o'clock in the evening. They hired a sampan to take them to their junk and while on the

(Continued on next column.)

TAILORING PARTNERSHIP.

MRS. SIMPSON SUES MR. NAGEL.

At the Summary Court yesterday Mrs. A. Simpson, of 10, Fung Tai Terrace, Woonchee Hong, claimed \$817.88 from Mr. L. Nagel, tailor, of 8, Des Vaux Road Central, in respect of accounts dealing with the tailoring business, which they had, at one time, in partnership.

Mr. G. S. Hugh-Jones was for Mrs. Simpson, and Mr. I. D. Turner defended. Mr. Jones said the parties entered into a partnership on November 1st last year, and that the partnership was dissolved on March 22nd of this year. There were certain accounts which were prepared by the defendant at that time, which showed that \$817.88 was due to Mrs. Simpson. He understood that the debt was admitted.

SET OFF CLAIMED.

Mr. Turner agreed, but held that Mr. Nagel was entitled to set against the amount claimed certain sums, which were due by Mrs. Simpson on accounts taken over by a new amalgamation, under which Mr. Nagel was taking over the tailoring business. The set-off practically amounted to the sum claimed, a small balance due by defendant having been paid into Court.

BACK RENT DUE.

Mr. Nagel, in evidence, said that after he went into partnership with Mrs. Simpson he found that she owed various amounts. She said that she would pay off by the collection of outstanding accounts. A certain amount was paid on, but \$630 was still outstanding. This was due for back rent to Mr. Figueiredo, of Messrs. Hughes & Hough. When Mrs. Simpson left the business he amalgamated it with that of the tailoring business of J. T. Shaw. Mr. Figueiredo then told him that he would hold the new business liable for the back rent. Witness agreed that as soon as a promissory note was drawn up he would undertake to relieve Mrs. Simpson from liability.

MRS. SIMPSON'S SALARY.

The matter was introduced of certain amounts collected from customers by Mrs. Simpson both before and after the partnership between Mr. Nagel and Mrs. Simpson was in operation. Mr. Nagel said that he had not known at the time of these collections of accounts, which amounted to \$917. Mrs. Simpson was not a partner under the agreement entered into but was on a salary.

AN UNDERTAKING.

Replying to Mr. Hugh-Jones, Mr. Nagel agreed that a certain sum was owing on the salary.

Mr. Nagel referred to accounts outstanding entered into by Mrs. Simpson before he entered into partnership (an item of which referred to a debt to the Electric Company). He was asked by His Lordship if he was prepared to enter into an undertaking with regard to the payment of Hughes & Hough and witness replied that he had indicated his willingness all along.

His Honour therefore entered judgment for plaintiffs with costs.

THOUGHT HE WAS SEA-SICK.

He called to his brother to help him on board with the pig wash, and when he received no reply, he concluded he was sea-sick. On examining his brother he found he had been shot. Witness then returned to the Praya by a sampan, reaching there shortly after midnight.

In answer to Mr. Lindsell, Mr. King said this witness did not report to the police station regarding the affair until 12.30 midnight. He thought the man might be making the time earlier than it was in view of the harbour regulations regarding lying in shore. The constable's story was that he met the people on the Praya at 10.15 and immediately after the occurrence he reported the matter to the police station. It could be proved by the inspector on duty at the station that the report was made by the constable at 10.30 and that the second report by the boat people was not made until 12.30.

In answer to Mr. King, witness said this was his first trip to Hongkong, and his brother had only made one trip to the Colony previous to this one.

Mr. King mentioned that the pig wash was carried along the Praya to the sampan in kerosene tins, which would appear at night to be a constable to be quite different from ordinary domestic utensils.

At this juncture, the Coroner adjourned the enquiry until next Monday afternoon, intimating that it would be continued again on Tuesday afternoon.



A NEW CONSIGNMENT IN ALL SIZES OF THE ABOVE BLINDS JUST RECEIVED. THE INCREASING SALE OF THESE BLINDS BOTH FOR INSIDE AND OUTSIDE USE, PROVES THAT THEY ARE RAPIDLY OUSTING THE OLD FASHIONED AND UNTIDY BAMBOO BLINDS.

THEY SHUT OUT THE SUN BUT NOT THE AIR.

Call and See a Blind fixed up in our Furniture Dept.

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An Independent Chinese Morning Paper, Established 54 Years.

TSUN WAN YAT PO.

The largest circulation of any newspaper in Hongkong and South China.

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SWIMMING SUITS.

A DIVERSIFIED LINE OF NOVELTIES IN MEN'S—LADIES—MISSES.

ATTRACTIVE IN APPEARANCE.

QUALITY THAT WEARS—PRICES THAT SAVE.

THE SINCERE CO., LTD.

NEW ADVERTISEMENTS.

G. B. B. NOTICE.

THE PUBLIC ARE HEREBY NOTIFIED that owing to the DANGEROUS CONDITION of the VERANDAH of the ARROW HOUSE HOTEL, NO MOTOR BUSES, LOHRIES or TRUCKS will be Permitted to USE QUEEN'S ROAD CENTRAL Between WARDLEY STREET and PEDDER STREET.

H. D. C. WOLFE,
Capt. Supt. of Police.
Hongkong, 24th June, 1926. [3713]

NOTICE.

HOLYOAK, MASSEY & CO., LTD.

WE HAVE THIS DAY Appointed Mr. BRIAN LANDER LEWIS a Director of our Company.
HOLYOAK, MASSEY & CO., LTD.
Hongkong, June 23rd, 1926. [3711]

STEWARDS & LLOYDS, LIMITED.

THE BUSINESS of the above Company is NOW Being Conducted from FOURTH FLOOR, INTERNATIONAL BUILDING, 2A, KIEWANG ROAD, SHANGHAI, and All Communications should be so Addressed.

TELEGRAMS: "LAPWELD".
Post Office Box No. 830.
R. L. AITON,
Resident Representative.
[3709]

LOST.

SHARE WARRANT (No. E. 999) with its 7 DIVIDEND COUPONS of the CHEE HSIN CEMENT COMPANY, LTD., WAS LOST at Peking, and Has Been Rendered Null and Void. The Public is hereby Advised Not to Negotiate the Same.
NIEH CHIH HSUN.
[3709]

BY ORDER OF THE MORTGAGEES.

PARTICULARS AND CONDITIONS OF SALE OF THE VALUABLE LEASEHOLD PROPERTIES

Situate at YAUWAT, KOWLOON, in the Colony of Hongkong being Nos. 18, 14, 10, 16 and 20 HAMILTON STREET, YAUWAT, created upon LAND LOT No. 760 and Nos. 74, 76, 78, 80, 82 and 84, PORTLAND STREET, YAUWAT, created upon the REMAINING PORTION OF KOWLOON INLAND LOT No. 760.

TO BE SOLD BY PUBLIC AUCTION ON WEDNESDAY, THE 30th DAY OF JUNE, 1926, at 3 O'CLOCK P.M., at the CHINA AUCTION ROOMS, DUNDRELL STREET, VICTORIA, HONGKONG, by Mr. E. V. M. R. DE SOUZA, Auctioneer.

The Property consists of—
1.—All that Piece or Parcel of Ground situate at YAUWAT aforesaid and known and registered in the LAND OFFICE as SECTION B of KOWLOON INLAND LOT No. 760, together with the Five Messuages thereon known as Nos. 12, 14, 16, 18 and 20, HAMILTON STREET, YAUWAT.
2.—All that Piece or Parcel of Ground situate at YAUWAT aforesaid and known and registered in the LAND OFFICE as the REMAINING PORTION OF KOWLOON INLAND LOT No. 760, together with the Six Messuages thereon known as Nos. 74, 76, 78, 80, 82 and 84, PORTLAND STREET, YAUWAT.

The Property is held for the Unexpired Residue of a Term of 75 years from the 1st day of January, 1853. Total Annual Crown Rent: \$2075. Total Area: 9,091 square feet. For Further Particulars, Apply to—
Messrs. JOHNSON, STOKES & MASTER, Mortgagees Solicitors, or to
Mr. E. V. M. R. DE SOUZA, Auctioneer.
Hongkong, 21st June, 1926. [3703]

HONGKONG & KOWLOON PANTHECHNICON CO.

4th, DUNDRELL STREET.

MOVE ANYTHING TO ANYWHERE.

WE Undertake to REMOVE FURNITURE From Any Place To Any Other Place in the Colony.
Baggage placed on Board any Ship.
Baggage taken Delivery from any Ship and Delivered to any Place in the Colony.
Goods under Bills of Lading Loaded or Discharged.
We guarantee against Breakage or Loss.

RING UP (CENTRAL 4531 (Day).
(Kowloon 760 (Night). [3694]

MESSRS. KOMOR & KOMOR, ART & CURIO EXPERTS.
TEMPORARILY REMOVED TO ST. GEORGE'S BUILDING, CHATER ROAD, 2nd FLOOR—LIT—
All are Cordially Invited to View our FINE COLLECTION. [3694]

INTIMATIONS.

SAFE DEPOSIT VAULTS.

THE BANQUE DE L'INDOCHINE has to inform All Interested in SAFE DEPOSIT that they have actually in their New Building, QUEEN'S ROAD, SAFE DEPOSIT BOXES at the Yearly Rate of \$8 for the Small Size and \$12 for the Large Size. Please Apply to The CASHIER. [3473]

TO LET.—KING EDWARD HOTEL BUILDING. For Particulars, Apply to the CHINA LAND & INVESTMENT CO., LTD., BANK OF OILTON BUILDING. [3673]

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[30]

BIRTH.

SUTHERLAND.—On June 8th, at 403 Princess Road, South, Manchester, to Mr. and Mrs. G. SUTHERLAND (daughter of Mr. G. E. WETTON and the late Mrs. WETTON), a son. [3703]

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press

HONGKONG, JUNE 25th, 1926.

A RECREATION GROUND FOR THE SERVICES.

The suggestion that the site prepared for the new Queen's College should be, as it were, "reconsecrated" indefinitely to the Services for a recreation ground, is, we understand, being very favourably considered. Everyone will sympathise with the local Naval and Military Authorities in their desire to provide better facilities for outdoor sports for the sailors and soldiers on this station. It is impossible, for example, to pass the Murray Parade ground without feeling regret, and perhaps some indignation, that the men should be reduced to playing football upon an area which is without a single blade of grass and is hardly more attractive in appearance than a back-yard. But whether the allocation of the Queen's College site to the Services is the best solution of the difficulty is another matter entirely.

A short time ago H.E. the Governor advocated the establishment of a Concord Club, an institution open to members of all communities which, by providing opportunities for freer social intercourse, would help to avoid the misunderstandings that occasionally arise between those who now only meet upon a business footing. The idea was fairly well received, but the difficulties in the way of realising it were obvious. We predicted that any attempt to "manufacture" a Concord

Club would be doomed to failure, and in this we think we have a fairly strong body of opinion behind us. There was no suggestion, however, that the scheme should be abandoned; only that it should be modified. We pointed out that a solution of the problem might possibly be found in building up an organisation upon interests which all prospective members had in common—the formation of a club which people would join, not from altruistic motives, but for the pleasure they would obtain from it. The only ground in Hongkong upon which all members of the different communities can meet upon an absolutely equal footing is the sports ground. In developing the idea we had in mind the utilisation of the site of the new Queen's College, for obviously the most important factor in the success of such an international sports or country club would be a ground easy of access from all parts. A Concord Club as a purely social club is out of the question. No one wants it and no one would attend it. The other scheme appeared far more promising. If Queen's College site is not available, however, it will be extraordinarily difficult to find another to take its place, unless, perhaps, the Polo ground could be used. It seems a pity that there should be such an untimely end to a project which, if properly handled, had enormous possibilities for good.

It is estimated that the total cost of turning the Queen's College site into a recreation ground for the Services will be three lakhs of dollars, and the suggestion is that the War Memorial Fund should contribute something towards this amount. It will be remembered that an elaborate scheme for spending all of the accumulated war memorial funds has already been adapted and any change of procedure will, it is presumed, have to be submitted for the approval of the War Memorial Committee. Moreover, the fund itself is a rather complicated affair and includes contributions from the Granville Sharp estate left on trust primarily to finance the Matilda Hospital. The Courts of Justice decided that some portion of the proceeds from the Estate could be utilised for a War Memorial Hospital but it does not necessarily follow that they could be used for the provision of a recreation ground. However, three lakhs ought not to be an insuperable obstacle if it is finally decided that the Services have the first claim upon the site. It is perhaps too much to expect that either the Admiralty or the War Office will contribute anything substantial to the cost of developing the area but it is certainly not unreasonable to suggest that a portion of the annual military contribution from Hongkong might be earmarked for the purpose.

Yesterday was the day of the Nativity of St. John the Baptist, and it was also Midsummer day.

It is announced that quarantine restrictions have been imposed against Haiphong on account of cholera.

According to the old Chinese calendar, yesterday was the feast of the Formation of Heaven and Earth (*T'ien-ti-tao-hua*).

A Chinese was arrested in Shanghai Street, Mongkok, on Wednesday night, and found to be in possession of two loaded revolvers in his possession.

The report on notifiable diseases, for the twenty-four hours ended June 23rd, stated that no cases had occurred in Hongkong during the time mentioned.

A Chinese woman was slightly injured in Stubbs Road on Wednesday, by being knocked down by a motor-cycle, ridden by Mr. H. J. Best, of the Public Works Department.

The forthcoming wedding is announced of Mr. Edward Nureaw, Senior Pharmacist, Royal Naval Hospital, Hongkong, to Miss L. F. M. Le Breton, enroute to the Colony.

The Pope has named as Vicar Apostolic (with episcopal powers) of the newly elected Vicariate of Suifu, a Chinese ecclesiastic, the Rev. Philippe Tchao, Mr. Tchao, who has been secretary to His Excellency the Apostolic Delegate to China, was born in Peking in 1890 and is an eminent scholar.

Now that summer has come in earnest, people are glad to get away from the hot and congested city to the hills and the seashore and the exodus from Tientsin to the cooler breezes of Peitaiho has commenced, says the P. & T. Times.

Posting as revenue officers, two Chinese gained access to a gardener's matchbox, at the rear of St. Andrew's Church, Kowloon, on Wednesday night, and following a supposed search for opium, they bound their victim, and escaped with money and property valued at \$12.50. The gardener's cries attracted a Portuguese, who released him.

Mr. John Grant, the retiring Chief Detective Inspector of the Hongkong Police Force, was bidden farewell, by a large number of friends and former colleagues, when he left Blakes Pier yesterday morning to board the R.M.S. *Empress of Asia*, on which liner he is proceeding to Vancouver, and from there will go overland through Canada to proceed to Scotland.

The case in which three men were charged with committing an armed robbery on a sampan in Hungnam Bay, on June 3rd, when they forced the occupants into the hold, nailed the deck boards down, and decamped with money and jewellery, valued at \$94, was concluded at the Kowloon Magistracy yesterday, Mr. J. H. B. Nihill committing the men for trial at the next Criminal Sessions.

The case in which Lau Yu Leung and Yu Yau Heung are being prosecuted by Mr. J. D. Lloyd (Superintendent of Imports and Exports) on a charge of trafficking in opium, and which came up for first hearing at the Magistracy last week will be continued this morning. The case should have been further heard yesterday afternoon, but owing to the opening of an enquiry, Mr. R. E. Lindsell postponed the case until to-day at 11 a.m.

The annual meeting of the Hongkong Football Association takes place this evening at 8.30, at the Hongkong Volunteer Defence Corps Headquarters. The most important item on the agenda is that which concerns the alteration of rules. It will be proposed that an entirely new set of rules be substituted for those now in existence, the revisions applying not only to the Association rules, but to all bodies and competitions directly under its jurisdiction.

The three Chinese sailors, two of whom were employed on a Water Police launch, who were charged at the Kowloon Magistracy with demanding the sum of \$500 from the occupants of a junk, were yesterday sentenced to four months' hard labour. They posed as police officers and carried out a search of the junk. One of them produced a black sticky substance and accused the people of having opium on board. They then demanded money and the master of the crew went ashore on the pretext of procuring the money and gave information to the police, which resulted in the arrest of the defendants on the junk.

Forty-eight bags of Home mail via Siberia were landed from the s.s. *President Pierce* yesterday morning. The liner also brought 23 bags of Continental mail via the same route. Her total mail came to 474 bags, all of which, with the exception of those mentioned, were from U.S.A., Honolulu, Japan and Shanghai. The s.s. *President Jefferson*, also due yesterday with Home mail via Siberia (two bags) and letters and papers from U.S.A., Canada, Japan and Shanghai, did not arrive in port until last evening. Her mail will be landed early this morning and will be ready for delivery by ten o'clock. The Sues mail will also be ready early.

SUICIDE IN SHANGHAI.

YOUNG BRITON'S TRAGIC DEATH.

The *Shanghai Mercury* of the 19th inst. records the death of H. Taylor, a young British subject employed by the Shanghai Gas Co., who took his life at seven o'clock that morning while on duty. Deceased was employed as night service man, at the works department, Thibet Road. He had only been in the employ of the Gas Co. about six weeks.

The cause of his action is unknown at present, though he left a letter addressed to a member of the local police force, who had been a friend of his. The contents of this letter when they become known will probably explain why the young man took his life in this manner. An inquest was opened in H.M. Coroner's Court before Mr. G. W. King, O.B.E. Evidence of identification only was taken and an adjournment was ordered.

LABOUR AGITATION.

LIGHTNING STRIKE CALLED IN SHANGHAI MILL.

STRIKERS SET COTTON ABLAZE.

FIRE BRIGADE ATTACKED: TWELVE ARRESTS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 24th.

There has been considerable unrest and agitation in local industrial circles, and a lightning strike has been called in a Japanese cotton mill. Six hundred downed tools, protesting against the arrest of a mill detective.

The strikers set fire to the cotton, and when the brigade arrived they were attacked by the strikers with bricks, spanners and other heavy missiles.

The Police drew their revolvers, but there was no firing. Twelve arrests were made, and the situation is considered most serious.

MR. B. L. FROST'S DEPARTURE.

A MAN OF MANY PARTS.

FURTHER PRESENTATIONS.

Mr. B. L. Frost, of the Eastern Extension Telegraph Company, is leaving for Home to-morrow on a well-earned retirement, after thirty-two years in the Far East.

A native of Bristol, he was for many years in the firm of Elliott Brothers, London, electrical engineers and scientific instrument makers. In 1894 he went for the firm to Singapore and remained there for ten years. He then came to Hongkong and joined the Eastern Extension Telegraph Company, and remained with the firm ever since.

PUBLIC WORK.

Mr. Frost has taken quite a prominent part in the affairs of the Colony and has done much laudable work.

He resuscitated the local branch of the R.S.P.C.A., and was hon. secretary and president of the Association for some time. He was a member of the committee of the Institution of Engineers and Shipbuilders since 1911, and last year was elected president. He was also, at one time, hon. secretary of the Kowloon Bowling Green Club.

FOUNDER OF AN ASSOCIATION.

But perhaps, Mr. Frost's greatest and most successful achievement was the founding of the Kowloon Residents' Association. He was its first president, and last year he was made a life member. He was responsible for a suggestion for the cutting away of the hillside which separated Nathan Road from Coronation Road. This was commenced in 1916.

A CHOIRMASTER.

Added to his many activities, he was also responsible for the formation of the first choir at St. Andrew's Church, Kowloon, where he was choirmaster for eight years. He was also for a time on the committee of the Constitutional Reform Association.

FAREWELL GIFTS.

Mr. Frost has been the recipient of several presentations from admirers and friends during the last few days.

On Wednesday night at the Kowloon Bowling Green Club he was presented with a silver cigarette case. The presentation was made, on behalf of the members, by Mr. W. Russell.

Yesterday the local staff of the Eastern Extension Telegraph Company presented him with a silver rose bowl, and the Chinese staff gave him a scroll, beautifully designed, and silvered.

The European staff of the firm met at the Hongkong Hotel yesterday morning and presented Mr. Frost with a silver cigarette box. Mr. E. J. Patterson made the presentation.

His numerous friends wish him well in his retirement. Mr. Frost has made no plans for settling down in England, and it is likely that he will again visit Hongkong.

COAL BILL.

LABOUR OPPOSE THE NEW LEGISLATION.

DEBATE IN THE COMMONS.

[BRITISH WIRELESS SERVICE.]

RUGBY, June 23rd.

Introducing the Mining Industry Bill in the House of Commons, Colonel Lane Fox, Secretary of the Mines Department, said the Bill carried out some of the most immediate practicable recommendations of the Coal Commission. The Commission had produced a great many recommendations and it was obviously impossible to embody them all in the Bill. A great many were not in the Bill for the simple reason that they were not subjects for legislation at all. Such matters as family allowance, profit-sharing and payment by results required to be thoroughly thrashed out and discussed between the two parties. There were many other things which were not ripe for legislation.

HELPING TO REMOVE OBSTACLES.

What the Government had done, said Col. Lane Fox, was to put in the Bill those things which could definitely and easily be carried into effect now. Every clause in the Bill would have some effect in helping to remove some difficulty and some obstacle to progress in the industry. The House would find that the proposals in the Bill were of very considerable value and as investigations proceeded and occasion arose, further legislation would be necessary.

Analysing the Bill, the Minister said the first part dealt with amalgamation, which was the most important of the recommendations of the Coal Commission. The Commission had shown the comparative success of larger as compared with smaller undertakings. One of the things most needed, and which could be of greatest service to the industry, was the gradual elimination of the small old-fashioned unit, which in these days of big business could not hope to be carried on with complete success and which in many cases, could be absorbed with others.

VOLUNTARY AMALGAMATION.

The Bill gave power to explore voluntary schemes of amalgamation. Those undertakings that wished to amalgamate voluntarily were given a simpler, shorter and cheaper method than existed under the present law, of getting their amalgamation put through. They had to send their scheme to the Mines Department and if a *prima facie* case was established, the Mines Department must transfer it to the Railway and Canal Commission, and that Commission would deal with it and could confirm, modify or reject it. The Royal Commission had distinctly reported against any compulsory amalgamation, although they expressed doubt whether voluntary amalgamation would be quite sufficient. They had, therefore, recommended that legislation be phased now not for immediate application, but for application, if Parliament so decided, three years hence. The Commission had suggested that some form of future compulsion might be required. In this Bill, provision was made to carry this out in a way which the Government felt would be reasonable and workable. In three years time, if the Mines Department reported that such amalgamations were not going on as they ought, then a report would be made to Parliament and Parliament would have full opportunity of dealing with the situation.

MINERALS.

Part 2 of the Bill proposed to give the Railway and Canal Commission power to grant the right to work any minerals to any individual who applied if it was considered to be in the national interest. Any such person could also apply to the Commission for the alteration of any existing lease or the removal of restrictive terms or conditions which were impeding the proper working of minerals. These were undoubtedly drastic powers, and required very careful safeguarding. But this cause met all the practicable difficulties which had occurred as a result of private ownership of minerals. It would overcome obstruction and inconveniences which occurred owing to the boundaries of properties on the

surface not suiting the convenience of the working of minerals underground, and these difficulties would be met without the need of the enormously expensive process of purchasing mining royalties.

PROFIT SHARING SCHEMES.

Another clause provided that nothing in the Memorandum or Articles of Association of any colliery company should prevent the establishment and carrying out of profit-sharing schemes. While the Government could not possibly include in the Bill at this moment any profit-sharing scheme, which was a matter for delicate negotiation between those whom it would affect, they could do something by paving the way. By this clause they hoped to make it legal for all colliery undertakings to set up profit-sharing schemes whenever they desired to take such action.

The Minister added that nationalisation had been rejected by the House again and again, and by the country at the General Elections. It had also been turned down by the Coal Commission. This was a practical and useful Bill.

LABOUR AMENDMENT.

Mr. Hartshorn, Labour Member for a mining constituency in South Wales, moved an amendment rejecting the Bill. The amendment expressed the belief that a comprehensive policy of unification under public ownership and control, with progressive development of scientific treatment of coal, was essential to secure the prosperity of the industry, and that this Bill not only failed to provide for systematic unification, but leaving amalgamation to the voluntary act of the coal-owners, and by omitting provisions for the transfer of miners to a State establishment of selling agencies and municipal scale of coal, disregarded the recommendations of the Coal Commission.

Mr. Hartshorn doubted whether the Bill would have the least effect upon the coal industry and its difficulties. In regard to amalgamation, he said the Bill left the whole initiative to the coal-owners, who had already declared that they did not propose to proceed along these lines at all. He urged that unification was the most necessary step to be taken. After dealing exhaustively with the whole question, he appealed for a round-table conference between the Labour leaders and leaders on the Government side, which would endeavour to find a solution and terminate the struggle which was having such dire effects on the industrial life of the nation and millions of its people.

MR. LLOYD GEORGE'S VIEW.

Mr. Lloyd George, Liberal leader, thought Mr. Hartshorn's appeal had created a new situation, which he hoped the Government would deal with before the debate concluded. A grave omission in the Bill, he said, was that it refused to deal with the purchase of mineral royalties. If the Government were in the position of owning the whole of the mineral rights, they would be able to exercise an amount of pressure on refractory coal proprietors and would be in a more powerful position to control amalgamation than if they had hundreds of different owners.

[THROUGH REUTERS' AGENCY.]

AMENDMENT DEFEATED.

LONDON, June 23rd.

In moving the rejection of the Mining Industry Bill, Mr. Hartshorn described the measure as an empty pretence not touching the mining problem.

The motion for rejection was finally defeated by 336 votes to 147, and the Bill was read a second time. Sir L. Worthington Evans, replying to the suggestion for a round-table conference, declared the Government's willingness to confer with anybody who was authorised to negotiate by the miners, but all previous negotiations had failed because negotiators like the T.U.C. had their hands tied. In the meantime, the Government were going on with legislation. He indicated a modification in the Government's attitude regarding willingness to accept the whole report and declared that an offer was made on that point two months ago, but the other parties did not respond. He added that the change in the financial situation since then had prevented the purchase of mineral royalties, and pointed out that the Bill did not enable the establishment of selling agencies, while the municipal sale of coal was not a matter of immediate importance.

FRENCH POLITICS.

M. CAILLAUX VICE-PREMIER AND FINANCE MINISTER.

ANOTHER NEW CABINET.

[THROUGH REUTERS' AGENCY.]

PARIS, June 23rd.

A Cabinet has been formed of the following:—

M. Briand—Premier and Minister for Foreign Affairs.
M. Caillaux—Vice-Premier and Minister of Finance.
M. Pierre Laval—Minister of Justice.
M. Durand—Minister of the Interior.
Gen. Guillaumat—Minister for War.
M. Legues—Minister of Marine.
M. Leon Perrier—Minister for the Colonies.
M. Chapal—Minister of Commerce.
M. Nogaro—Minister for Education.
The appointment of M. Caillaux as Vice-Premier means the institution of a virtual dummivire in order to meet M. Caillaux's reluctance to accept the portfolio of Finance without a controlling influence in the Cabinet.

M. Caillaux, interviewed, emphasised that he had not departed from his stipulation, but "naturally I do not see any difficulty in sharing control with my friend M. Briand."

Hitherto, the Vice-Premiership has traditionally been attached to the Ministry of Justice. M. Caillaux further insisted on the inclusion of two of his staunchest friends, M. Chapal (Commerce) and M. Laval (Justice).

It is noteworthy that the new Cabinet is mainly Radical-Socialist with a leaning of the Centre. The Ministry contains only four new Ministers as compared with M. Briand's last Cabinet, namely M. Caillaux, the famous soldier General Guillaumat, M. Chapal and M. Nogaro (Education), though the changes in Under Secretaries are more numerous. The most conspicuous departures are M. Painleve and M. De Monzie.

[THROUGH REUTERS' AGENCY.]

THE CAILLAUX PROGRAMME.

PARIS, June 24th.

The papers emphasise that the new Cabinet which is favourably spoken of in the Parliament lobbies, shows mainly a technical character, as it includes, besides M. Caillaux, five distinguished financial experts M.M. Pietri, Duboin, Chapal, Nogaro and Dutreil, and it is expected it will follow an energetic policy.

According to the *Echo de Paris*, the Caillaux programme comprises principally drastic economies for the stabilization of the franc, and a thorough examination of the agreement with Washington regarding the French Debt.

M. Caillaux would be hostile to a certain article in the agreement which would enable the United States to commercialize the French debt. Moreover, M. Caillaux is conscious of European solidarity on economical matters, and will consider the complete remodelling of commercial agreements.

[THROUGH REUTERS' AGENCY.]

OUR COLONIES.

MR. AMERY'S TRIBUTE TO THEIR PROSPERITY.

LONDON, June 23rd.

In the course of eulogistic references to the progress of the Colonial Empire during the past year, Mr. Amery in a speech at the Corona Club dwelt on the economic progress of the Straits Settlements, Malaya and Ceylon, where the Legislative Councils had worked efficiently. While the rubber industry was healthy and prosperous it was not merely looking after the present, but had an eye to future development.

SEAMEN'S CRIMES.

DRAFT CONVENTION TO BE AMENDED.

GENEVA, June 23rd.

The final vote on the Convention regarding penalties for crimes of seamen aboard ship did not obtain the requisite two-thirds majority, and was consequently sent back to the drafting Committee for amendment.

THE DANISH FLIGHT.

COMMANDER BOTVED REACHES COPENHAGEN.

COPENHAGEN, June 23rd.

Commander Botved, who reached Japan on June 1st, has now flown home from Tokyo via Siberia.

HONGKONG'S FUTURE.

OPTIMISTIC STATEMENT IN HOUSE OF COMMONS.

MR. AMERY'S REVIEW.

[THROUGH REUTERS' AGENCY.]

LONDON, June 23rd.

That the difficult post-war years are drawing to a close everywhere, that the tide is turning and in many parts of the Empire beginning to flow strongly towards great developments, was the hopeful message of Mr. Amery in reviewing a year's Colonial progress at the dinner of the Corona Club, which was attended by 300, including Governors and ex-governors of Crown Colonies.

Mr. Amery declared that Hongkong had emerged triumphantly from the ordeal of the political strike and predicted that it would soon recover any ground lost, and again develop with undiminished prestige, unshaken in its shipping and trade pre-eminence in the East. He gratefully paid tribute to Malaya's voluntary and unsought offer of £2,000,000, which does the greatest credit to the patriotism and far-sighted prudence of native rulers and the British community.

[REUTERS' AMERICAN SERVICE.]

COMMANDER BYRD.

NEW YORK'S WARM WELCOME TO POLAR EXPLORER.

NEW YORK, June 23rd.

Commander Byrd, aboard the ship *Chantier*, returned from his Polar Expedition to-day and was greeted by a huge crowd of gaily-decorated craft in the harbour. There was a noisy blast of whistles and sixteen navy aeroplanes hovered aloft. A procession marched up Broadway to the City Hall, where Com. Byrd and his companions were welcomed by the Mayor and members of Congress.

THE RECORDS OF FLIGHT.

WASHINGTON, June 24th.

A distinguished gathering of citizens, headed by President Coolidge, who presented the Hubbard Medals to the two airmen, welcomed the Polar fliers, Commander Byrd and Captain Bennett in the Capitol.

Mr. Grosvenor, President of the Geographical Society, declared the records of the flight examined by the Committee of the Society were found to have been carefully and accurately kept, substantiating in every way Commander Byrd's claim to be the first to reach the North Pole by air.

CHICAGO STUDENTS.

60,000 PARTICIPATE AT CATHOLIC CONGRESS.

CHICAGO, June 23rd.

Over 60,000 students of parochial and high schools, academics and universities participated in "High Education Day" at the Eucharistic Congress. The ceremonies in the stadium were closed by a Pontifical Mass celebrated by the Auxiliary Bishop of Chicago, assisted by Father Gordon, a full-blooded Chippewa Indian. High School students sang "Consecrating the Nation," which is the official hymn of the Congress.

LOAN TO BRAZIL.

NOW TRANSFERRED FROM LONDON TO NEW YORK.

NEW YORK, June 23rd.

The \$25,000,000 Brazilian Loan, originally intended for flotation in London, has been transferred to New York, and will be offered at 9½ at 6½ per cent. interest, redeemable in thirty years.

[THROUGH REUTERS' AGENCY.]

ANTI-FASCISM AT GENEVA.

SWISS GOVERNMENT ACT FOLLOWING ITALIAN NOTE.

BERNE, June 23rd.

M. Motta, the chief of the Political Department, in a statement before the National Council, said that in future meetings directed against Governments represented by the delegates at Geneva would be prohibited during sessions of the League organisations. The Federal Council would never allow Italy-Swiss relations to be threatened.

MISSIONARY SUED.

JUDGE BELIEVES HIS STORY.

PLAINTIFF'S ALLEGATIONS DISCREDITED.

Before Mr. Justice Wood, at the Summary Court yesterday, C. T. Gandall, of Waterloo Road, sued Dr. G. H. Miller, a missionary, of Miller House, Cameron Road, Kowloon, for \$310.

Plaintiff, who had been employed by Dr. Miller, alleged that he had been dismissed without notice, and that the defendant had promised to provide him with board and lodging, but had not done so.

The case had been partly heard previously, when the plaintiff's claim was for \$80 only, which he claimed as a month's salary in lieu of notice. On that occasion he applied to amend the original writ, and desired to claim \$230, as defendant had failed to provide him with board and lodging.

His Lordship told plaintiff that he would have to issue another writ.

"ROLLED UP HIS SLEEVES."

At yesterday's hearing, plaintiff said that he was engaged by Dr. Miller, who was managing a boarding house in Cameron Road, Kowloon, at \$80 a month with board and lodging. He had previously been a purser's steward on one of the "Empress" boats, but had relinquished the post in order to go to Dr. Miller. At the time, Dr. Miller was having a hotel built in Kowloon. Defendant paid him his wages, but he continually postponed giving him board and lodging. He continued to work for the defendant until June 8th, when he was dismissed. When he asked him for his salary, defendant became very violent, and eventually plaintiff's wife obtained the salary, which was due.

Dr. Miller: What violence did I use on June 8th?—You rolled up your sleeves, and my wife pushed me behind the door. I left because you were angry.

Plaintiff's mother, who lives at No. 3, Morrison Gap Road, said that Dr. Miller came to her house and, in her presence, engaged her son to work for him at \$60 a month and board and lodging.

Dr. Miller: You were not there at the time?—I was.

A TOTAL DENIAL.

Dr. Miller said that he was a medical man and a missionary. He was at present in charge of Miller House, a missionary home in Kowloon. He had engaged plaintiff at \$60 a month and had agreed to pay his ferry and bus fares. He had not promised to provide board and lodging. He informed plaintiff on May 3rd that he would cease work on June 3rd, but plaintiff ceased work on May 25th.

His Lordship: What did you pay him for the three days in June?—I gave him \$12 extra, which more than covered the amount due for three days.

Mr. Miller said that she heard her husband give plaintiff verbal notice on May 3rd.

ALLEGED PROMISE.

Replying to His Lordship, plaintiff said that he did not leave his employment when he found that Dr. Miller was not keeping his promise in regard to provision of board and lodging, because defendant said that it would be given him later. He relied on defendant's word of honour. Moreover, he had left a good berth to go to Dr. Miller, and he did not want to be out of work.

His Lordship said that he believed Dr. Miller, and gave judgment for him accordingly.

VEGETARIAN CONGRESS.

SIR W. ARBUTHNOT LANE'S VIEWS.

A vegetarian banquet in honour of the delegates to the sixth international congress of the International Vegetarian Union was held last month at the Central Hall, Westminster.

Responding to the toast of the guests, which was proposed by Mr. W. M. Farrington (chairman of the Vegetarian Society), Sir William Arbuthnot Lane (president of the New Health Society) said that by avoiding the use of all animal food, or, in other words, by keeping the digestive tract free from such animal products as decomposed, and became poisons in the body, the individual was able to obtain all the nourishment necessary for health from an animal-free diet, and could escape the serious and far-reaching consequences of intestinal auto-intoxication.

FAR EASTERN CABLE NEWS.

[THROUGH REUTERS' AGENCY.]

CHOLERA IN SIAM.

RESTRICTIONS ON MALAY STATES RAILWAYS.

SINGAPORE, June 23rd.

On the ground of the epidemic of cholera which has broken out in Siam causing 1,700 deaths since October, the Malay States Railways have prohibited third-class passengers crossing the frontier from Siam, and have demanded a \$50 deposit from other passengers.

STEAMER FIRE.

CAUSED BY RICE ON S.S. "ADOLF VON BAYER."

SHANGHAI, June 24th.

It now appears that the fire on the s.s. *Adolf Von Bayer* was not caused by an explosion of saltpetre, but in the rice cargo. There were no casualties.

The inrush of water caused by the buckled plates resulted in the vessel sinking by the head. The bottom of the vessel is resting on the mud but her head is well clear.

SINGAPORE SEIZURE.

REVENUE OFFICERS BIG HAUL OF OPIUM.

SINGAPORE, June 23rd.

On the arrival of a ship from Amoy, Revenue Officers seized 3,000 taels of illicit opium.

A Chinese cook pleaded guilty to importing the drug and was sentenced to six months' imprisonment or a fine of \$10,000.

THE SINGAPORE BASE.

MALAY STATES £2,000,000 GIFT TO HOME GOVERNMENT.

SINGAPORE, June 23rd.

The Government of the Federated Malay States has approved of the provision of two million pounds as a gift to the Imperial Government in connection with the Singapore Naval Base.

THE DEAD PAST.

DR. HU SHIH'S OUTSPOKEN STATEMENT.

The Association for the study of Chinese National Relics held a re-union in Peking on the 7th inst. In addition to the members of the Association Dr. Hu Shih, M. Ivanoff of the Soviet Embassy and Dr. Kobayashi, were present. Mr. Shen Chieh Shih of the Peking National University, presided and said that the occasion was also a farewell meeting to Dr. Hu who was leaving shortly for Europe with the members of the British Boxer Indemnity Commission.

Mr. Yuan Fu Li made a report of his recent trip to Shanxi where he excavated and bought a number of ancient relics. He said that those which he excavated were much more interesting and valuable than those he bought from the standpoint of the antiquarian.

Dr. Hu Shih was the next speaker. He said that although a former advocate of the study of Chinese relics, he had come to believe that no useful purpose would be served by pursuing the study of things which belonged to the past, without the cultivation of the scientific spirit. This statement drew a rejoinder from the chairman who said that he regretted to see that a man of Dr. Hu's erudition should have discouraged the growing interest on the part of Chinese students in ancient Chinese culture.

Dr. Kobayashi said that he had collected about 17,000 heads of ancient Chinese arrows, which he would be pleased to show to any Chinese interested on the subject at the Japanese Hotel in Hatanmen Street.

SHANGHAI MILL HANDS DEMAND MORE MONEY.

Some 300 workers of the Japan-China Spinning and Weaving Co.'s Hai Woo Mill on Taokadoc have been on strike since Monday (says the *Shanghai Mercury* of the 19th inst.) when they presented to the management the following demands:—That wages be increased by 10 per cent. and that wages during the strike period be paid. Although it was feared other workers of the concern might join the strike in sympathy, the trouble was settled on the 24th inst., when the management declared that the wages will be increased, starting from the end of this month.

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at any time in every household. Every Bug, Flea, Beetle, Moth, Fly, etc., dies once it has come into proper contact with
KEATING'S

HONGKONG TIDE TABLE

From June 25th to July 1st, 1926.

Days of Week	Days of Month	High Water		Low Water	
		H.K. Standard Time	Height	H.K. Standard Time	Height
Fri.	25	h. m.	ft. in.	h. m.	ft. in.
		8 5	7 4	1 51	2 0
Satur.	26	9 51	4 2	3 38	0 4
		8 40	7 8	2 27	0 4
		10 40	4 1	1 20	0 4
Sun.	27	9 34	8 0	3 5	0 2
		11 44	4 1	2 4	0 2
		10 31	7 0	3 40	0 3
		8 5	4 0	2 53	0 1
		0 45	4 0	2 01	0 2
		11 10	7 6	6 46	0 0
Wed.	29	11 30	4 0	5 21	3 1
		10 40	7 1	7 42	0 5
Thur.	30	9 42	4 1	6 19	3 4
		7 4	4 4	8 39	1 0

BILLIARDS.

PALACE HOTEL HANDICAP.
ANOTHER CLOSE FINISH

In anticipation of a very good game between Philip Tai (owe 180) and T. Mitchell, (owe 180), a large number of people turned up at the Palace Hotel last night, and they witnessed the closest game so far played.

Scoring was very even right through, Tai holding a slight advantage all the time, winning by only 4 points, the final score being 250 to 240. Mitchell played a very good up-hill game.

The best breaks of the evening were 21, 19, 18 and 38 by Tai and a 16 by Mitchell.

To-night's game will be between J. F. Lubbock (owe 200) and P. Clough (owe 120).

LAWN TENNIS.

LEAGUE MATCHES.

The following players will represent the Hongkong University in their matches in the Tennis League, to be played on Saturday and Sunday, commencing at 4 p.m. sharp:

"A" v. H.K.C.C. on the Club on Saturday.—F. A. Redmond, L. Forster, B. H. Wong, D. Laing, A. A. Rumjaba, T. C. Lu.

"B" v. M.B.K. on the M.B.K. ground on Saturday.—T. W. Cheong, B. P. Ng, S. A. M. Sopher, D. K. Samy, H. Y. Leong, T. L. Lu.

"A" v. Kowloon C.C. on the Kowloon ground on Sunday.—F. A. Redmond, L. Forster, A. A. Rumjaba, T. C. Lu, B. H. Wong, D. Laing.

"B" v. Kowloon C.C. on the Kowloon ground on Sunday.—D. K. Samy, S. A. M. Sopher, T. W. Cheong, B. P. Ng, T. L. Lu, H. Y. Leong.

"A" DIVISION.

C.R.C. v. U.S.R.C. on C.R.C. ground at 4.30 p.m., to-morrow.

The following will represent C.R.C.:—Ng Sze Kwong and Ng Sze Cheung, Lo Man Kam and Lo Man Wai, Yew Man Tsun and Ho Ka Lau. Reserve: Lau Man Kwong.

GOLF.

The invitation extended by the Shanghai Golf Club for a match at Shanghai on October 9th, has been accepted by the Royal Hongkong Golf Club, who will send a team up North to represent the Colony when the time comes. It is also hoped that the Manila Golf Club, who have received a similar invitation, will also send a team.

It has been suggested by Hongkong that four-somes be played instead of four ball matches. These, it is suggested, might be played on the first day, and singles, over 36 holes, follow, each match, whether singles or four-somes to count one point, and no byes to be played.

At the Happy Valley course, the hours for ladies play has been extended during the summer months so that they can play up to 5 p.m. every day, and until dark on Thursdays, Sundays and holidays.

The draw for the Summer Cup at the Kowloon Golf Club has been arranged, and the first round has to be played on or before July 11th. The draw is as follows:—T. G. Martin v. D. C. Wilson, E. D. da Rosa v. H. Page, W. J. Carroll v. J. Jones, J. D. Thomson v. J. McLaggan, N. Ross v. A. W. Roberts, F. X. da Remedios v. S. Howkin, K. S. da Remedios v. F. Lickley or T. F. Allen.

"EL DORADO."

HOW THE NAME CAME INTO BEING.

AN INTERESTING LEGEND.

El Dorado (in Spanish, "the gilded one") was a name applied, first, to the king or chief priest of a South American tribe who was said to cover himself with gold dust at a yearly religious festival held near Santa Fé de Bogotá; next, to a legendary city called Manoa or Omona; and lastly, to a mythical country in which gold and precious stones were found in fabulous abundance.

The legend, which has never been traced to its ultimate source, had many variants, especially as regards the situation attributed to Manoa. It induced many Spanish explorers to lead expeditions in search of treasure, but all failed.

DIEGO DE ARDAZ.

Among the most famous were the expedition undertaken by Diego de Ardaiz, whose lieutenant, Martinez, claimed to have been rescued from shipwreck, conveyed inland, and entertained at Omona by "El Dorado" himself (1531); and the journeys of Orrellana (1540-1541), who passed down the Rio Napo to the valley of the Amazon; that of Philip von Hutten (1541-1545), who led an exploring party from Quito on the coast of Carabaya and of Gonzalo Jimenez de Quesada (1539), who started from Santa Fé de Bogotá.

SIR WALTER RALEIGH.

Sir Walter Raleigh, who resumed the search in 1595, described Manoa as a city on Lake Parana in Guiana. This lake was marked on English and other maps until its existence was disproved by A. von Humboldt (1769-1859). Meanwhile the name of "El Dorado" came to be used metaphorically of any place where wealth could be rapidly acquired. It was given to a county in California, and to towns and cities in various states.

OPEN GOLF CHAMPIONSHIP.

FIVE AMERICANS LEAD THE FIELD AT ST. ANNE'S.

[THROUGH REUTER'S AGENCY.]

LONDON, June 23rd.

Walter Hagen took the lead in the British Open Golf Championship by breaking the course record for St. Anne's with a round of 68.

W. Hagen (68), W. Melhorn (70), Al Watrous and McCleod (71) and Bobby (73) were leaders at the end of the day's play while Whitcombe's score of 73 remained the best British score.

Whitcombe was followed by Armour (America) with 74, George Von Elm (America) 75, George Duncan (Britain) 75, Arthur Havers (Britain) 75, Jim Barnes (America) 77, and Abe Mitchell (Britain) 78.

HAGEN'S SCORE.

LONDON, June 24th.

At St. Anne's in perfect weather, before two thousand spectators, Walter Hagen did the course in 77.

BOBBY JONES BEATEN.

A message from Nashville yesterday, stated that George Livingstone, a native of North Berwick (Scotland) professional at the Bellemead course, with a qualifying score of 84, beat Bobby Jones, winner of the British Open Championship.

WIMBLEDON TENNIS.

SUZANNE CAUSES A SENSATION.

LONDON, June 23rd.

There was a sensation at Wimbledon to-day owing to Suzanne Lenglen not fulfilling her programme. She had been "billed" to appear twice—once on an outer court in singles at 8 o'clock in the afternoon, this to be followed by a doubles match on the centre court.

There was a huge and enthusiastic crowd present and a sensation was caused by Suzanne not appearing until 3.15 p.m., when she drove up accompanied by her mother and some officials.

It appears that she protested against playing in consecutive matches. Her Majesty the Queen attended specially to watch the doubles match, which would have been between Suzanne Lenglen and Mlle. Vlasto (France) and Miss Brovne and Miss Ryan (America). Her Majesty waited in the Royal Box, but the programme was disorganised and the Queen finally left.

The authorities later made a statement, apologising for their inability to carry out the programme owing to the indisposition of Suzanne Lenglen.

LADIES' RESULTS.

Some of the notable results in the second round of the Ladies' Championship to-day were:—Miss Joan Fry beat Miss Eileen Bennett 6-3, 4-6, 7-5; Mrs. Watson beat Miss Betty Nuthall (the Girl Champion) 6-3, 6-0; Miss Ryan beat Miss Clarke 6-3, 6-2, and Mrs. Mallory beat Mrs. Edgington 6-3, 6-1.

MEN'S SINGLES.

In the Men's Singles Championship, Kingsley beat Fischer 11-9, 6-2, 6-2; Greig beat Turnbull 6-4, 3-6, 6-2, 6-0; and Borotra beat A. H. Fry 3-6, 6-4, 7-5, 6-4.

THE AUSTRALIANS.

MATCH WITH DERBY STOPPED BY RAIN.

LONDON, June 23rd.

The Australians commenced their two-day match with Derbyshire at Chesterfield on a good wicket before a crowd of about five thousand.

H. L. Collins won the toss and the visitors had hit up 223 for the loss of two wickets when play was suspended owing to rain. Collins was defeated when his score stood at 83. He batted for two hours and hit fourteen 4's.

W. Bardsley was not out with 87 to his credit when play ceased for the day.

BAPTISTS AND MODERNISM.

WIN FOR "ROCKEFELLER OIL."

The Rockefeller Modernists of the Baptist Church won a victory at the Washington Convention, when it was voted to continue the membership of Mr. Rockefeller's Park Avenue Baptist Church, New York, and of 500 other Baptist churches which do not require baptism by immersion, although such churches were excluded from participation in the national convention. The Fundamentalist resolution outlawing the Modernists was defeated by two to one, despite the thrust of Dr. Stratton, their leader, that the convention was filled with "Rockefeller oil." The Fundamentalists took the aggressive throughout the debate, and their militant utterances were greeted with prolonged applause and choruses of "Praise the Lord." Dr. Stratton accused the Baptist Modernists of being "bound down by Rockefeller's golden calf." The issue between the Fundamentalists and the Modernists, it was declared, was whether the Church should have "Christ outside the Bible." If Christians believed in the Bible there could be no question of the requirement of immersion.

'A STAB AT HIS COUNTRY'

P.M.G. AND MR. LLOYD GEORGE.

'SULKING IN HIS TENT.'

Sir William Mitchell-Thomson, M.P., the Postmaster-General, speaking at a garden party held under the auspices of the women's branch of the Isle of Thanet Conservative Association at Callis Court, Broadstairs, said that as Chief Civil Commissioner during the strike he received splendid service from his colleagues, from the Civil Commissioners and their staffs, and from the volunteers. The machine worked well, and he might add that it had reserves of power unknown and unrevealed, and fortunately uncalled for, which, he believed, would have been able to cope with almost every conceivable contingency. When the time came the Government would make a deliberate and dispassionate review of all the circumstances to see what must be done to make it difficult for such a state of things to recur; but when he said, "Make it difficult," it must not be thought to mean make it impossible.

Replying to Mr. Lloyd George's criticisms of the Government, Sir William said that he had condemned the Government for having given the subsidy last August, because he regarded subsidies as vicious. That was perfectly intelligible, and from the other lips perhaps a proper point of view; but it was Mr. Lloyd George who gave the first subsidy to the industry. Mr. Lloyd George spoke against the grant of the subsidy last August, but he had not had the courage to go into the lobby and vote against it. When the leaders of his own party, Lord Oxford and Lord Grey, were nobly doing their best to rally the nation to the support of the Government, Mr. Lloyd George was sulking in his tent. His only contribution was to carp and to criticize, and at the most difficult moment of all, when the general strike had actually broken out, he hired his pen to stab the credit of his country in (Continued on next column).

U.S.A. AND STATE

SOVEREIGNTY.

'A PROHIBITION BLUNDER.'

The Republican Government at Washington made a bad slip in its latest move for Prohibition enforcement when President Coolidge signed an order, suggested by General Andrews, Chief Prohibition Enforcement Officer, authorising the appointment of State officials as Prohibition officers for the national Government. Washington despatches declare that General Andrews will probably resign as the result of the nation-wide resentment excited by what is termed Government's interference with State rights, and Mr. Coolidge, no longer known as "Cautious Cal," has become instead "Careless Cal." It is feared that this affront to State sovereignty will be employed with telling force in the next Presidential election, and General Andrews, who sponsored the plan, is expected to pay the penalty for his mistake by resigning.

General Andrews undertook the task of enforcing Prohibition about a year ago, and it was his ambition to build up a disciplined organisation which would really dry up the liquor supplies. He has done much better than any of his predecessors, but a flood of alcohol continues to trench the land, and General Andrews has been forced to admit that a better moral condition in this country than total Prohibition as it exists in the United States to-day.

the back in the columns of the foreign Press.

The extraordinary thing about the general strike, added Sir William, was that it had so few apologists now except among the extremists. There was nothing in the whole of the events of the past few weeks more pitiful than the figure which the Parliamentary Socialist party had cut.

THE CAIRO MURDERS.

CONSPIRACY TRIAL.

The conspiracy trial in which seven men were accused of being implicated in the long series of political murders and outrages in 1923 and onwards culminating in the murder of Sir Sirdar, Sir Leo Stack, in November, 1924, has closed. The Court announced that the papers in connection with the case of Mohamed Fahmy Ali (who was charged with being an accomplice with others already convicted of shootings, including the murder of Professor Hobson) had been sent to the Mufti.

Judgment in the other cases will be announced. As only Mohamed Fahmy Ali's dossier has been sent to the Mufti, this indicates that he alone among the accused has been sentenced to death.

DR. BARNARDO'S HOMES.

100,000 CHILDREN BEING CARED FOR.

In the absence of the president, the Duke of York, Mr. William McCall, chairman of the council, presided over the annual meeting of Dr. Barnardo's Homes. The report showed that up to December 31, 1925, 100,000 children had entered the homes, and that 17,312 children and young people were dealt with during the year. A total of 1,944 young people were placed out during the year, leaving 7,415 in residence on December 31st, included in which large family were 1,045 babies and toddlers under 5; and 371 crippled, invalid, blind, deaf and dumb, physically afflicted or sick children.

Owing to the general strike the homes had to cancel the diamond jubilee meeting, at which three Cabinet Ministers had promised to speak.



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Electrodes and all kinds of Metals for
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URGENT REPAIRS required during the NIGHT INCLUDING HOLIDAYS
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CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
CO., LTD.

CONSIGNEES per Company's Steamer
"DEUCALION"
are hereby notified that the Cargo will
be discharged into Hoi's Wharf, Kowloon,
where it will be at Consignee's risk and
subject to Terms and Conditions of Storage at
Hoi's Wharf. The Cargo will be ready for
delivery from Godown on and after 23rd June.
Optional Cargo will not be landed here,
unless Notice has been given prior to Steamer's
arrival, but carried on from port to port to
the final port of call to which the option
extends.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on any Tuesdays and Fridays
between the hours of 10.45 a.m. and Noon
within the Free Storage period.

No Claims will be admitted after the Goods
have left the Steamer's Godown, and all Goods
remaining undelivered after the 2nd July,
will be subject to Rent. The Steamer must be
presented to the Undersigned on or before
the 10th July, or they will not be
recognized.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th June, 1926. [3712]

NOTICE TO CONSIGNEES.

ELLERMAN LINE.
FROM EUROPE.

THE Steamship
"BLOEMFONTEIN"
having arrived, Consignees of Cargo by her are
hereby informed that all Goods are being landed
at their risk into the hazardous and/or extra-
hazardous Godowns of Hoi's Wharf where
Delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 28th June, 1926, will
be subject to Rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before 5th
July, 1926, or they will not be recognized.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on any Tuesdays or Fridays, between
the hours of 10.45 a.m. and Noon, within the
Free Storage period of One Week.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents.

Hongkong, 22nd June, 1926. [3705]

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO, ANTWERP, LON-
DON, STRAIT, AND PHILIPPINES.

The Steamship "BENLEDI"

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the hazardous and/or extra-hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., where, and/or from the
wharves, Delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 24th instant, will be
subject to Rent.

All Claims against the Steamer must be
presented to the Undersigned on or before the
24th July, 1926, or they will not be recognized.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 25th instant, at 10 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 18th June, 1926. [3693]

S.S. "YALOU"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from DUNKER-
QUE, ANTWERP, MIDDLES-
BROUGH, LONDON, etc., in connection
with above Steamer are hereby informed
that their Goods with the exception
of Opium, Treasure and Valuables are being
landed and stored at their risk into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where, and/or from
the wharves, Delivery may be obtained im-
mediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignee
before 11 Noon, To-day, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
Monday, the 28th instant, at Noon, will be
subject to Rent and Landing Charges.

All Claims must be sent in to us on or before
Wednesday, the 30th June, 1926, or they will
not be recognized.

All damaged Packages will be examined on
Saturday, the 26th instant, at 10.00 a.m., by
Messrs. Goddard & Douglas.

No Fire Insurance has been effected.
J. LIMAGE,
Agent.
Hongkong, 20th June, 1926. [3699]

S.S. "ANDRE LEBON"

SERVICES-CONTRACTUELS DES
MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from MARSEIL-
LES, etc., also Cargo from COGNAC, etc.,
on S.S. "MEINAM," in connection with above
Steamer are hereby informed that their Goods
with the exception of Opium, Treasure and
Valuables are being landed and stored at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., where, and/or from
the wharves, Delivery may be obtained im-
mediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignee
before 6 a.m., To-day, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered
after Monday, the 28th instant, at Noon, will
be subject to Rent and Landing Charges.

All Claims must be sent in to us on or before
Thursday, the 1st July, 1926, or they will not
be recognized.

All damaged Packages will be examined on
Monday, the 28th instant, at 10 a.m., by
Messrs. Goddard & Douglas.

No Fire Insurance has been effected.
J. LIMAGE,
Agent.
Hongkong, 22nd June, 1926. [3700]

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complaints. Every lady should
keep a box in the house.

Chemists and Stores sell
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THE UNITED STATES IN THE WAR.

Millions of Dollars Spent on
Memorials.

CITIES AND STATES VIE WITH
EACH OTHER.

America is determined to keep alive
the memorial of her war dead: that is,
so far as national memorials are concerned.
Already tens of millions of dollars
have been spent in some of the finest
examples of all classes of architecture,
and the pinnacle of tribute to the heroes
of Decoration Day this year will have
been raised to new heights as many states
in the Union add to memorials in the
form of statues, stadiums, buildings, and
highways.

Veterans of the war coming fresh to
the United States from Great Britain,
France or any of the other European
countries are at once held spell-bound at
the huge outlay of money that has made
these memorials possible. The United
States has expended more money perma-
nently to memorialize her dead than a full
year's payment of the British War Debt.
Cities and States have vied with each
other to make the most imposing con-
tribution to these national memorial sym-
bols, but the veterans, these men who
went through that hell in Europe which
has transformed the national spirit of
many nations, look askance and question
the wisdom of devoting so much money
for the erecting of such spectacular
memorials. At the same time, as the fol-
lowing list will show, most of the public
money has been spent not only with the
idea of remembering those who gave their
lives, but to provide memorials which
shall have permanent usefulness in the
life of the nation, writes the San Fran-
cisco correspondent of the N.C. Daily
News.

A REMARKABLE LIST.

North, south, east and west one meets
these memorials, and in the following list
will be found the principal, either already
finished or nearing completion:—

St. Louis.—The construction is going
on of a memorial plaza and building
group that will cost \$15,000,000.

Nebraska.—The new capitol, upon
which \$9,000,000 was expended, has been
dedicated to the state's fallen sons.

Indianapolis.—This progressive city
will have a group of memorial structures
to cost \$10,000,000.

Chicago.—Already over ten millions
have been put into beautiful memorials,
one of which is the fine horse-shoe stadium
at Great Park.

Kansas City.—"Liberty Memorial" a
217-foot gray stone shaft is nearing com-
pletion; it will be topped with a bowl,
in which fire will burn continuously.

Los Angeles.—The "Patriotic Hall"
of Los Angeles, is that city's outstanding
recognition of service.

Washington.—Memorial Highway,
which runs from Seattle to Tacoma, and
is lined with 600 beautiful trees, is one
of the state of Washington's principal
memorials.

San Francisco.—Friends of veterans
have contracted for a group of buildings,
in the Civic Centre, to cost some
\$2,000,000.

Utah.—An area of several acres in
Creek Canyon, within the shadow
of Utah's state capitol, has been trans-
formed into a memorial park.

Tennessee.—An imposing memorial in
the annex building of the state capitol,
(Vanderbilt University has the Alumni
Memorial Hall, which stands in honour
of the institution's war dead.)

Louisiana.—The state university's
"Campanile" has been erected here as
a war memorial structure.

Florida.—Florida has appropriated
\$2,500,000 annually to be added to a fund of
\$25,000 for use in connection with a
Department of Americanism at the
University.

Alabama.—At Montgomery there is a
hospital, which cost \$500,000, in memory
of service men. A new bridge, constructed
at a cost of \$500,000, spans the
Alabama River on the Birmingham and
Montgomery Highway, and will probably
be known as Memorial Bridge.

Connecticut.—This state has many
memorials, but the latest is a large hos-
pital at Manchester.

Massachusetts.—Numerous Memorials,
among them buildings at Athol and
Lowell.

Delaware.—This is one of the smallest
states, but its two impressive memorials
are a million-dollar bridge (contributed
by the city of Wilmington) and a large
library at the university.

New York.—Many small memorials
are already in existence, and others
estimated to cost about \$10,000,000 are
in the planning stage. (Birmingham,
N.Y., has erected a bridge over the
Chenango River, while Penn Yan is the
site of a soldiers' and sailors' hospital).

Pennsylvania.—This state intends to
extend its memorials to France, where
tributes will be erected at five places at
which troops from the state fell in action.
(Pittsburgh has dedicated its memorial
building to the veterans of all wars.
The state has also appropriated \$5,000,000
for a suitable public remembrance).

Equally impressive memorials are
Michigan, Wisconsin and other states of
the Middle West, which, of course, was
the great pro-German centre of the coun-
try at the time of the war. The above is
a list made up at random. There are
numerous other memorials, of a public,
private and semi-private character, but
the greatest of them all, and that upon
which centre the thoughts of those who
remember America's dead, is the Tomb
of the Unknown Soldier at Washington.

(Continued on next Column).

MARINE COURT CASES.

A number of Chinese were charged be-
fore the Harbour Master (Lieut.-Comdr.
G. F. Ho, R.N.) at the Marine Court
yesterday.

The masters of the steam launches
Kwong Ping and On Fat were charged
with failing to observe the rule of the
road on June 16th. They both admitted
previous convictions for similar offences
and were fined \$15, or two weeks' hard
labour in default.

The master of the steam launch *Arce*
was fined \$5, with the alternative of five
days' hard labour, for mooring his
launch alongside the s.s. *Talithyus* out-
side of two other launches.

The master of the steam launch *Kia*,
was also fined for a similar offence in
respect of the s.s. *Changie*.

Two masters of trading junks were fined
\$5 each, or five days' hard labour in
default, for failing to report their
arrival at Tai On and to take out
licences.

The master of a cargo boat was fined
\$5, or five days' hard labour in default,
for mooring his craft in the Southern
Fairway in such a manner as to cause
an obstruction.

SHIPPING NOTES.

The s.s. *President Jefferson*, which
arrived in port late last evening, has
now made her last trip under the aus-
pices of the United States Shipping
Board. From now on she will come un-
der the flag of the Dollar interests.
She is also the last "President" liner of
that will come to Hongkong as a Ship-
ping Board vessel.

The number of Chinese deck passengers
that left Singapore for China during
May was 8,888, making a total for the
year of 40,484.

The total number of deck passengers
entered for the twenty-four hours ended
at 9 a.m. yesterday was 191, of which
the greatest number carried by any one
vessel was 102.

SHIPPING MOVEMENTS.

The Australian-Oriental Line s.s.
Taiyiping left Sydney on the morning of
June 23rd; and is due in Hongkong about
July 14th.

The E. & A. s.s. *Arakura* left Moji
for this port on the afternoon of the
23rd inst., and is due to arrive here on
the afternoon of the 27th.

NATIONAL INCONSISTENCY.

While there can be no doubt that the
young generation will have abundant
evidence in these remarkable memorials,
to the effect that America had a good deal
to do with the World War, it cannot be
denied that the official attitude of the
United States towards the World Court
has advertised American timidity in
international affairs. As the only coun-
try in the world that has placed limita-
tions on its support of the World Court,
the U.S.A. is showing that there must
be something of a lack of confidence
among Americans as to their own inter-
national position. It is, moreover, reason-
able to suppose that the American
youth of to-day, when it arrives at the
period of maturity, when it will be able
to understand what these costly war
memorials stand for, will be led to
wonder at the inconsistency of the nation
that erected all over the country such
costly exhibitions of its pride in the part
it took in the World War, and yet at
the same time refuses wholeheartedly to
enter a World Court which has one object
and one only, namely, the maintenance
of peace between man and man the world
over.

SHIPBUILDERS,
SHIP-REPAIRERS,
BOILER MAKERS,
FORGE MASTERS,
OXY-ACETYLENE AND
ELECTRIC WELDERS,
MECHANICAL AND
ELECTRICAL
ENGINEERS.

**THE TAIKOO DOCKYARD & ENGINEERING COMPANY,
OF HONGKONG, LIMITED.**

—DRY DOCKS—

Length 787 Feet.

Length on Blocks 750 Feet.

Depth on Centre of

SILL (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up

3,000 Tons Displacement

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Lifting 100 Tons at 70 Feet Radius

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TEL. ADDRESS: "TAIKOODOCK, HONGKONG."

TELEPHONE No. 212.

CABLE FLAG: "O" OVER "ANS. PENNANT."

61

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M/S. "AFRIKA"

will be loading for GENOA, MARSEILLES, ROTTERDAM,
AMSTERDAM, HAMBURG, COPENHAGEN, and other
SCANDINAVIAN PORTS.

On or about 29th June, 1926

Further Sailings	Expected on or about	Will leave towards bound- on or about
M/S. "Malaya" ...	12th June	20th of July
M/S. "Peru" ...	12th July	—
M/S. "Danmark" ...	2nd August	—

Subject to change without notice.

For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

Agents.

VESSELS EXPECTED.

Benlauer (Ben Line), to-day.
Canton (Swedish East Asiatic Co., Ltd.),
due July 24th.
Empress of Canada (C.P.R.), due June
28th.
Franken (N.D.L.), due to-morrow.
Kashmir (P. & O.), due to-day.
Mantua (P. & O.), due to-day.

SUNRISE AND SUNSET IN HONGKONG.

FOR JUNE, 1926.

(STANDARD TIME OF THE 120TH MERIDIAN,
EAST OF GREENWICH).

Date.	Sunrise.	Sunset.
June 25th.....	5.40 a.m.	7.11 p.m.
" 26th.....	" 5.40 "	" 7.11 "
" 27th.....	" 5.41 "	" 7.11 "
" 28th.....	" 5.41 "	" 7.11 "
" 29th.....	" 5.41 "	" 7.11 "
" 30th.....	" 5.41 "	" 7.11 "

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 24th.

	Previous Day at 2 p.m.	On 24th 6 a.m.	On 24th 2 p.m.
Barometer ...	29.63	29.88	29.78
Temperature ...	84	82	81
Humidity ...	83	83	81
Wind Direction ...	8	8W	Calm
Force ...	2	2	0
Weather ...	0	0	0
Rain ...	0.25	0.00	1.04

Highest open-air Temperature on 23rd ... 84
Lowest open-air Temperature on 24th ... 81

B=Blue sky; C=Cloudy; D=Drizzle;
F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=

is; R=Rain; T=Thunder.

VESSELS IN DOCK.

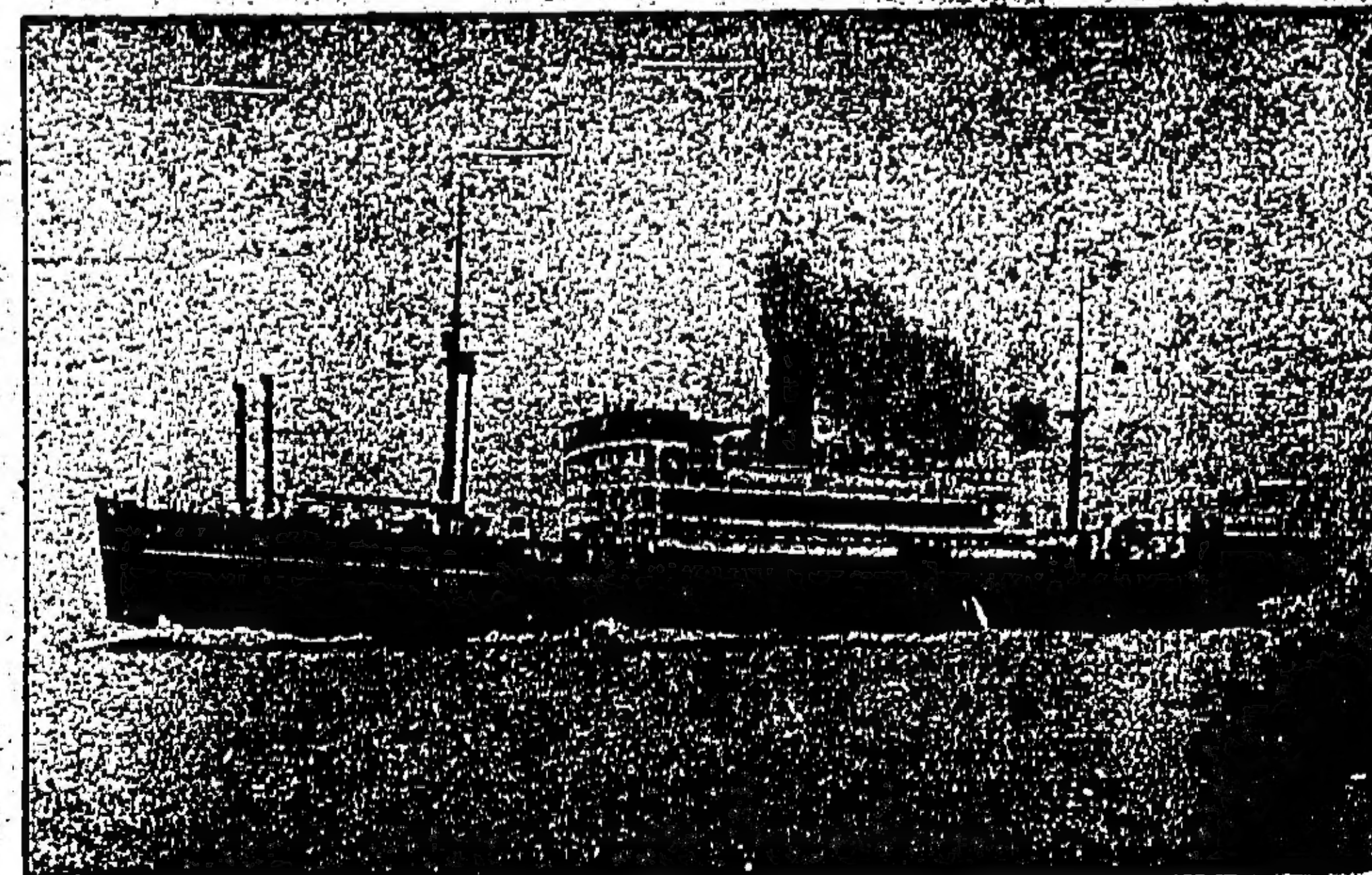
The following vessels are in Dock:—
Kowloon Dock:—*Pamit*.
Taikoo Dock:—*Seang Bee*, *Akora*, *Tai-
shan*, *Anhui*.

THE HONGKONG & WHAMPOA DOCK CO., LTD

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Cables Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Editions
Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Masters, Electricians.



S.S. "CHANGTE."

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OWNERS OF THE AUSTRALIAN-ORIENTAL LINE, LTD., FOR AUSTRALIAN-HONGKONG SERVICE.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A. KOWLOON DOCK, HONGKONG

SHIPPING NEWS.

ARRIVALS.

June 23rd.
Patrick Henry, American str., 4,800 tons, Capt. C. Dargue, from Galveston and Kobe, the former port she left on April 14th and the latter on June 15th, with case oil, kerosene and gasoline, lying at Stonecutters.—Dollar S.S. Line.
Sui Yik, Chinese str., 178 tons, Capt. Lo Shui, from Sha U Chung, with a cargo of vegetables, lying at Luen Cheong Wharf.—Fook Hoi S.S. Co.
 June 24th.
Derwent, Chinese str., 1,500 tons, Capt. T. Lewis, from Fookchow and Amoy, with a general cargo, lying at buoy No. 48.—Yuet On S.S. Co.
Kaijo Maru, Japanese str., 1,128 tons, Capt. Y. Okura, from Swatow, with 500 tons of coal and 450 tons of general cargo, lying at O.S.K. Wharf.—O.S.K.
Kasara, Chinese str., 500 tons, Capt. T. R. Nicol, from Tientsin, with pigs and general cargo, lying at buoy No. 37.—Fu Kuen S.S. Co.
Kueichow, British str., 1,220 tons, Capt. John S. de Wolf, from Tientsin, which port she left on June 18th, with a general cargo, lying at buoy No. 34.—B. & S.
President Pierce, American str., 8,393 tons, Capt. G. T. January, from San Francisco, which port she left on May 29th, with 831 tons of general cargo for Hongkong, lying at Kowloon Wharf.—Dollar S.S. Line.
Tak Hing, Chinese str., 103 tons, Capt. Lo Shun, from Nam Tau, with a cargo of vegetables, lying at Luen Cheong Wharf.—Fook Hoi S.S. Co.

CLEARANCES.

June 24th.
Hector, for Amoy.
Hector, for Shanghai.
Kalgan, for Amoy.
Seattle Maru, for Moji.
Sui Yik, for Sha U Chung.
Tak Hing, for Hauboi.

PASSENGERS.

ARRIVALS.
 Passengers arriving by the s.s. *President Pierce* for Hongkong include:—Mrs. F. E. Cameron, Mr. W. de Bruyn Kops, Mrs. W. de Bruyn Kops, Mr. Wilhelm Olze, for Manila; Mr. and Mrs. R. T. Hogan, Mr. Hiram Bingham, Jr., Mr. I. Delbourgo, Mrs. B. Don, Mr. A. Dayan, Mr. and Mrs. F. A. Edmundson, Miss E. Edmundson, Master G. G. Edmundson, Miss G. E. Elser, Major and Mrs. Harold Fitz, Mrs. L. A. Gardner, Mrs. F. N. Gonzalez, Mr. and Mrs. C. F. Hargill, Mr. R. Koons, Mr. and Mrs. J. C. Macdonald, Miss I. G. Morse, Miss A. M. McClure, Mr. W. Milford, Mr. H. A. Powis, Mr. J. L. Parrott, Mr. and Mrs. A. Rettig, Mrs. A. Podmore, Mr. M. Stewart, Master B. Stewart, Jr., and Mr. J. M. Williamson.
 DEPARTURES.
 From Hongkong by the *Empress of Asia*, which sailed yesterday:—Mr. and Mrs. Archibutt, Mrs. C. G. Bach, Miss E. G. Bach, Master M. Bach, Lt. and Mrs. S. Blair, Miss B. S. Blair, Mrs. C. M. Beck, Miss E. Baker, Mrs. H. Birkett, Miss H. Birkett, Judge P. Bordon, Mr. A. Buchanan, Miss P. Cardino, Miss L. D. Coby, Mr. and Mrs. H. Crombie, Misses E. and C. Crombie, Col. H. L. T. Cavenagh, Mrs. J. J. Deigoon, Capt. W. Davidson, Dr. Donelan, Col. Eves, Mrs. L. T. Farnham, Master L. Farnham, Miss M. Farnham, Miss E. Farnham, Miss A. Farnham, Master T. Farnham, Mr. T. W. Ford, Inspector G. Grant, Mr. J. H. Geldort and two children, Mr. D. Gould, Mr. L. W. O'Gowan, Mr. J. P. Hizon, Mr. H. R. Hungerford, Mr. R. T. Hans, Mr. and Mrs. A. Holden, Mr. C. C. Hau, Mr. F. R. Judson, Mr. and Mrs. S. Kondo, Mr. S. Komor, Mr. W. Von Kaufmann, Mr. A. Knowles, Mr. and Mrs. P. W. Macey, Mr. W. J. Louderback, Mr. P. W. Macey, Mr. Ma Luck, Mr. A. B. Nagatomi, Mr. Ng Yuk King, Mr. Ng Yuk Hoon, Mr. and Mrs. S. Nakushima, Mr. P. J. Newman, Mr. and Mrs. Nagano, Mr. J. R. P. Nason, Mrs. D. Nason, Miss M. P. Nason, Mr. E. E. Pascoe, Mr. A. Portillo, Mrs. M. T. Russell, Mr. and Mrs. L. D. Robinson, Master L. G. Robinson, Miss R. M. Robinson, Mr. F. Read, General F. Rodriguez, Mr. F. S. Rodriguez, Mr. J. S. Rose, Mr. C. H. Schultz, Mr. W. Sherry, Mrs. J. Surdaski, Master Surdaski, Mrs. Au Young Shee, Mrs. Au Y. Shee, Mrs. Au Y. Shee, Mr. G. Straus, Mr. W. Seiffert, Mrs. M. S. Strawn, Miss H. S. Strawn, Mrs. M. Treilue, Mrs. W. A. Theriou, Miss J. A. Theriou, Mr. D. A. Teller, Mr. Tsai Chen, Mr. J. H. Taggart, Mr. P. B. Verzoou, Mr. Williams, Mr. E. W. Wyncoop, Mr. and Mrs. G. M. D. Wolf, Miss R. Wolf, Miss D. Wolf, Mr. and Mrs. E. G. Young, Mr. and Mrs. Yip Ping Kung, Mr. and Mrs. C. E. Gruesbeck, Misses M. and J. Gruesbeck, Mr. P. S. Chon, Misses Chon (5), Master L. Chon, and Mr. Andrew Tao.
 (Continued on next column.)

HONGKONG SHIPPING.

Although five fewer arrivals were recorded in yesterday's shipping statement than on the previous day, there was nevertheless a total increase in cargo registered of 21,704 tons, compared with the figures for the previous twenty-four hours. The increase, however, was entirely confined to freights for ports beyond, these going up by 21,078 tons; while there was a slight decrease in Hongkong cargo of 273 tons. A notable feature of the reports was that only one British vessel arrived, and this steamer brought the largest amount of cargo for this port, and carried the next heaviest freight for other ports.

At 9 a.m. yesterday there were 48 vessels in the harbour, of which 28 were British. During the previous twenty-four hours eight vessels arrived, viz.:—one British, one French, two American, two Japanese and two Chinese. The departures over the same period came to fifteen, viz.:—one British for Miri, one Chinese for Hauboi, two British, and one Japanese for Shanghai, one American and one Japanese for Manila, one British for Mike, one British for Saigon, one Chinese for Sha U Chung, one Chinese for Kwang Chow Wan, one Chinese for Fanning, one British for Weihaiwei, one British for Amoy and one Japanese for Moji. Clearances numbered four, viz.:—one British for Haiphong, one British for Shanghai, one British for Saigon and one Dutch for Singapore.

CARGO ENTERED.

(During the 24 hours ended at 9 a.m. yesterday).
 For Hongkong 9,253 tons.
 For ports beyond 27,587 " "
 Total 36,840 "

(During the previous 24 hours ended at 9 a.m. on Wednesday).
 For Hongkong 6,555 tons.
 For ports beyond 5,621 "
 Total 12,176 "

Of the cargo for Hongkong, the one British steamer arriving carried 2,107 tons. The next best entry by a vessel of other nationality was 1,043 tons. Of freight for ports beyond, the British steamer carried 5,582 tons, while the highest entry was 9,740 tons.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—

Hector (British) from Liverpool and Singapore with 2,107 tons of general cargo and 5,582 tons for ports beyond;
Andre Lebon (French) from Marseilles and Saigon with 321 tons of general cargo, mail and 796 tons for ports beyond;

President Pierce (American) from San Francisco and Shanghai with 831 tons of general cargo, mail and 3,462 tons for Manila;

Patrick Henry (American) from Galveston and Kobe with 1,643 tons of case oil, kerosene and gasoline and 2,917 tons of similar cargo for ports beyond;

Amoy Maru (Japanese) from Bremen and Singapore with 500 tons of general cargo, mail and 2,740 tons for ports beyond;

Seattle Maru (Japanese) from Calcutta and Singapore with 378 tons of gannies, tobacco, rubber, rattan, sugar candy and general cargo, mail and 4,800 tons of pig iron, rape cakes, rattan, cotton, rice, pig lead, selica, jute and general cargo for ports beyond;

Kasara (Chinese) from Tourane with 500 tons of general cargo;

Sui Yik (Chinese) from Sha U Chung with three tons of vegetables.

Later arrivals yesterday, too late for inclusion in the above returns, were:—

Kingchow (British) from Singapore and Amoy with 475 tons of general cargo and mail;

Suway (British) from Shanghai and Amoy with 250 tons of general cargo and mail;

Kueichow (British) from Tientsin and Weihaiwei with 1,530 tons of general cargo and mail;

Kaijo Maru (Japanese) from Keelung and Swatow with 500 tons of coal, 446 tons of general cargo and mail;

Bingo Maru (Japanese) from Yokohama and Moji with 688 tons of general cargo, mail and 3,177 tons for ports beyond;

Derwent (Chinese) from Fookchow and Amoy with 3,398 packages of cargo and mail;

Tak Hing (Chinese) from Nam Tau (two entries) 2 tons and 3 tons of vegetables respectively.

M. and J. Gruesbeck, Mr. P. S. Chon, Misses Chon (5), Master L. Chon, and Mr. Andrew Tao.

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EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

17 Days from Hongkong to Vancouver.

LARGEST AND FASTEST STEAMSHIPS.

Special FARES to EUROPE

£120 £112 £83

VICTORIA AND VANCOUVER

via SHANGHAI and JAPAN PORTS.

STEAMERS.	Leave Hongkong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF CANADA	July 9	July 12	July 14	July 17	July 26
EMPRESS OF RUSSIA	July 23	July 25	July 28	July 31	Aug. 9
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG-MANILA-HONGKONG-SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
June 30	July 2	EMPRESS CANADA July 3	July 5
July 14	July 16	EMPRESS RUSSIA July 17	July 19
Aug. 11	Aug. 13	EMPRESS ASIA Aug. 14	Aug. 16

Passenger Department: Tel. C. 752. Cables: GACANPAO.
 Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SHINYO MARU ... Tuesday, 29th June

TAIYO MARU ... Tuesday, 27th July

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

BAKUYO MARU ... Tuesday, 17th July

GINYO MARU ... Wednesday, 25th Aug.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

ATSUTA MARU ... Saturday, 3rd July

KASHIMA MARU ... Saturday, 17th July

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 21st July

MISHIMA MARU ... Wednesday, 18th Aug.

NEW YORK and/or BOSTON via PANAMA.

BENGAL MARU ... Wednesday, 30th June

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KAWACHI MARU ... Wednesday, 7th July

BOMBAY via Singapore, Penang & Colombo.

TOYOOKA MARU ... Tuesday, 29th June

CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU ... Thursday, 8th July

CALCUTTA via Batavia, Cheribon, Samarang & Sourabaya.

RANGOON MARU ... Thursday, 1st July

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Saturday, 17th July

SHANGHAI, KOBE & YOKOHAMA.

SUWA MARU ... Tuesday, 29th June

AWA MARU ... Monday, 28th June

AKITA MARU ... Friday, 2nd July

FUSHIMI MARU ... Monday, 12th July

For further information, apply to— NIPPON YUSEN KAISHA.
 Telephone: Central No. 292 (Private exchanges to all Depts.).



SERVICES CONTRACTUALS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkg. and Sailing for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
PORTHOS ... A	6th July, 1926.
ANDRE LEON ... A	20th July, "
PAUL LEON ... A	3rd Aug. "
GENERAL METZINGER D ...	18th June, "	20th July, "	17th Aug. "
FONTAINE BLEAU ...	2nd July, "	3rd Aug. "	31st Aug. "
AMAZONE ... B ...	16th July, "	17th Aug. "	14th Sept. "
ANGERS ... B ...	30th July, "	31st Aug. "	28th Sept. "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
 A Class 1st Class ... £ 99. 0d. Od. B Class 1st Class ... £ 65. 0d. Od.
 2nd Class ... £ 70. 0d. Od. 3rd Class ... £ 51. 0d. Od.
 Through Tickets to London and Leading Ports of Europe.
 Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).

s.s. "CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due to arrive on the 21st July.
 Sailings subject to alteration without notice.

For full Particulars, apply to:— MESSAGERIES MARITIMES CO.,
 Telephone: Central 740. 3, Queen's Building.
 CONSIGNATION—TRANSIT—REPRESENTATION.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SHANGHAI ... "YATSHING" ... Friday, 25th June, at Noon.	BANGKOK ... "CHAKSANG" ... Saturday, 26th June, at Noon.
OSAKA via AMOY, SHANGHAI ... "LAISANG" ... Sunday, 27th June, at 7 a.m.	HAIPHONG ... "LEESANG" ... Wednesday, 30th June, at 10 a.m.
TSINGTAU via SHANGHAI ... "FOOSHING" ... Wednesday, 30th June, at Noon.	TIENTSIN ... "CHONGSHING" ... Monday, 5th July, at 3 p.m.
STRAITS & CALOUTTA ... "KUTSANG" ... Monday, 5th July, at 3 p.m.	HAIPHONG ... "MINGSANG" ... Wednesday, 7th July, at 10 a.m.
TSINGTAU via SHANGHAI ... "KWONGSANG" ... Wednesday, 7th July, at 10 a.m.	KOBE via MOJI ... "HOSANG" ... Friday, 9th July, at 7 a.m.
SANDAKAN ... "HINSANG" ... Monday, 19th July, at 2 p.m.	

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

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GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong.
"PEMBROKESHIRE"	11th July.
"GLENIFFER"	24th "
"GLENOGLE"	5th Aug.

HOMEWARDS.

Vessel	Discharges	Leaves Hongkong
"CARNARVONSHIRE"	...	30th July
London, Rotterdam & Hamburg via Oren.		

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

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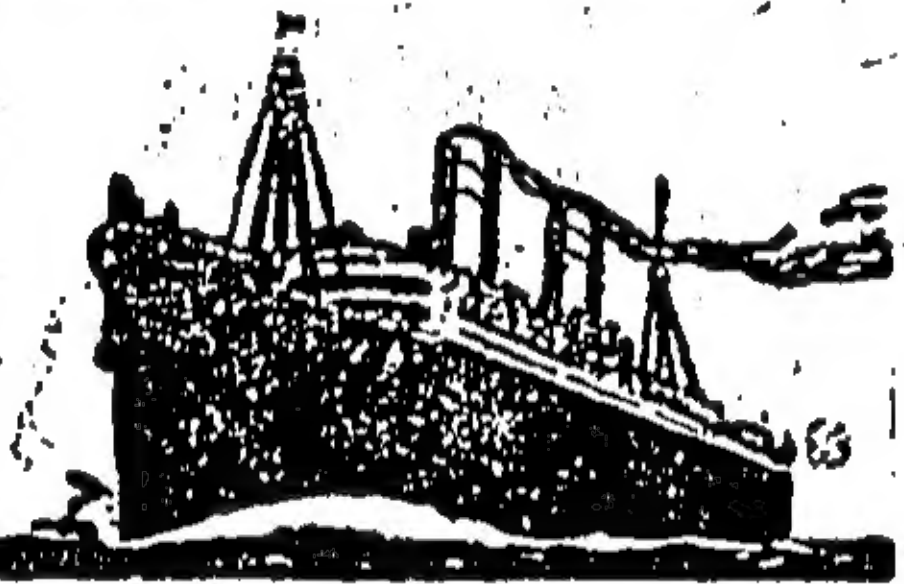
[9]

NORDDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER

AND

FREIGHT SERVICE.

Cabin class £73. 4s. Od.
Intermediate class £48. 2s. Od. To GENOA.

NEXT SAILINGS:

STEAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR:	SAILINGS FROM HONGKONG TO:
*ACCOMMODATION FOR 100 CABIN CLASSES AND 150 INTERMEDIATE CLASS PASSENGERS.	SHANGHAI AND JAPAN.	GENOA, MARSEILLES, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
"FRANKEN" ...	20th June, 1926	End of July 1926.
"FULDA" ...	15th July, "	22nd August, "
"KONIGSBERG" ...	14th August, "	"
"TRIEM" ...	11th September, "	18th October, "
"SAARBRUECKEN" ...	9th October, "	15th November, "
"COBLENZ" ...	4th November, "	11th December, "
"HULDA" ...	4th December, "	"
"DERFELINGER" ...	30th December, "	6th February, 1927.
	27th January, 1927.	6th March, "

† Omit Marseilles call.

§ Will call at Trieste and Venice.

For Freight and Passage, please apply to—

MELCHERS & CO.,

Telephone C. 457.

3, Queen's Building, Chater Road.

Agents, HONGKONG.

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HAMBURG AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.
 CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
 FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

SAILINGS FOR EUROPE

S/S "PREUSSEN" ... sailing from here on or about 16th July, 1926
 M/V "ERMLAND" ... sailing from here on or about 13th August, 1926

SAILINGS FOR SHANGHAI AND JAPAN—(DUE FROM EUROPE)

M/S "ERMLAND" ... due here on or about 6th July, 1926
 M/S "MUNSTERLAND" ... due here on or about 3rd August, 1926

For freight, passage and further particulars please apply to

JEBSEN & CO.

12, PEDDER STREET.

TEL. C. 2225.

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THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK BOSTON & BALTIMORE**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

SS "COLORADO" ... Via Suez Canal ... From Hongkong 2nd July.

BOSTON & NEW YORK**AMERICAN & ORIENTAL LINE**

(ANDREW WAIN & Co., London.)

Sailings from Hongkong

M.V. "WEIRBANK" ... via Suez Canal ... 30th July.

UNITED KINGDOM & CONTINENT**"ELLERMAN" LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF GLASGOW" ... Marseilles, London, Hamburg & Havre ... From Hongkong, 1st July.

S.S. "ROMEO" ... Marseilles, London, Havre & Hamburg ... From Hongkong, 23rd July.

FARES TO LONDON "A" 1st Class £33. 2nd Class £20.

"B" 1st Class £20. 2nd Class £15.

MAURITIUS & SOUTH AFRICA**ORIENTAL-AFRICAN LINE**

STEAMER From Hongkong July/August.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilmanas, Ibo, Port Amelia, Mozambique, Obinda, Inhambane, Zanzibar, Mombasa, Kilimanjaro, Port Natal, London Bay, Walvis Bay, and Madagascar.

AUSTRAL-EST INDIES LINE.

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791

PRINCE LINE**IMPROVED SERVICE**

BY

FAST MOTOR VESSELS

TO

BOSTON**NEW YORK****PHILADELPHIA**

M.V. "ASIATIC PRINCE" ... Leave Hongkong 29th June

M.V. "JAPANESE PRINCE" ... " " 29th July

M.V. "CHINESE PRINCE" ... " " 7th September

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furprince.

King's Building.

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**KONINKLIJKE PAKETVAART
MAATSCHAPPY.**

(ROYAL PACKET NAVIGATORS CO. OF BATAVIA.)

THE STEAMSHIP

"VAN OVERSTRATEN"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on the 24th June, at Noon.

Offers excellent Saloon accommodation.

All lower berths.

Doctor carried.

English cuisine.

Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to all destinations in the Netherlands East Indies and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN

Telephone 1574.

Yong Building, CHATER ROAD.

[12]

**P. & O. British India
Apar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND.)

**MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR**STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
EUROPE, ETC.**PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"MANTUA"	10,992	28th June, Noon	Marseilles and London.
"JEYPORE"	5,318	12th July	Singapore, Penang, Colombo and Bombay.
"KARMALA"	9,128	10th July	Marseilles, London, Antwerp and Hull.
"PADUA"	8,307	18th July	Marseilles, London, Rotterdam and Antwerp.
"KARIMIR"	8,985	22nd July	Singapore, Penang, Colombo and Bombay.
"RANPURA"	16,585	24th July	Marseilles and London.
"DELTA"	8,097	7th Aug.	Marseilles, London, and Antwerp.
"MACEDONIA"	11,089	31st Aug.	Marseilles and London.
"KALYAN"	8,144	4th Sept.	Marseilles, London, and Antwerp.
"MALWA"	10,941	18th Sept.	Marseilles, London, and Antwerp.
"KARAGAR"	9,005	2nd Oct.	Marseilles, London, and Antwerp.
"MORRA"	10,918	16th Oct.	Marseilles, London, and Antwerp.
"KHYBER"	8,114	30th Oct.	Marseilles, London, and Antwerp.
"MANTUA"	10,992	13th Nov.	Marseilles, London, and Antwerp.
"KARMALA"	9,128	27th Nov.	Marseilles, London, and Antwerp.
"MACEDONIA"	11,089	11th Dec.	Marseilles, London, and Antwerp.
"DELTA"	8,097	25th Dec.	Marseilles, London, and Antwerp.
"MALWA"	10,941	8th Jan.	Marseilles, London, and Antwerp.
"KALYAN"	8,144	22nd Jan.	Marseilles, London, and Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship.	Tons.	From Hongkong (about)	Destination.
"SANTHIA"	7,754	7th July	Singapore, Penang and Calcutta.
"TILAWA"	10,000	12th July	do.
"TALAMBA"	8,018	19th July	do.
"SHIRALA"	7,841	3rd Aug.	do.
"TALMA"	10,000	10th Aug.	do.
"TAKADA"	8,949	27th Aug.	do.
"SANTHIA"	7,754	5th Sept.	do.
"TILAWA"	10,000	11th Sept.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

Steamship.	Tons.	From Hongkong (about)	Destination.
"ARAFURA"	8,500	30th June, 10.30 a.m.	Manila, Cebu, and Thursday Island.
"TANDA"	9,955	27th August	Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	1st Oct.	do.

* Calls at Kolambangan.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hanoi, Cebu, Kolambangan, Tawau, Timor, Darwin, or other ports en route as inducement.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand.

Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship.	Tons.	From Hongkong (about)	Destination.
"KASHMIR"	8,985	25th June, Noon	Shanghai, Tsingtao, Weihaiwei and Kobe.
"TALAMBA"	8,018	28th June	Moji, Kobe and Yokohama.
"RANPURA"	16,585	8th July	Shanghai only.
"DELTA"	8,097	24th July	Shanghai, Moji, Kobe and Yokohama.
"SHIRALA"	7,841	7th July	Moji, Kobe and Yokohama.
"TALMA"	10,000	20th July	Moji, Kobe and Yokohama.
"MACEDONIA"	11,089	22nd July	Shanghai, Moji & Kobe.
"TANDA"	9,955	3rd Aug.	Moji, Kobe, Osaka and Yokohama.
"KALYAN"	8,144	5th Aug.	Shanghai, Moji and Kobe.
"TAKADA"	8,949	6th Aug.	Shanghai, Moji and Kobe.
"SANTHIA"	7,754	15th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	18th Aug.	Shanghai, Moji and Kobe.
"TILAWA"	10,000	20th Aug.	Yokohama only.
"TALAMBA"	8,018	3rd Sept.	Shanghai and Kobe.
"KASHMIR"	8,985	7th Sept.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	16th Sept.	(Moj, Kobe, Osaka and Yokohama.
"MOBE"	10,918	16th Sept.	Shanghai, Moji and Kobe.
"KEYBER"	8,114	1st Oct.	Shanghai, Moji and Kobe.
"ARAFURA"	8,500	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,992	16th Oct.	Shanghai, Moji & Kobe.
"KARMALA"	9,128	29th Oct.	Shanghai, Moji & Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai and Kobe.
"TANDA"	9,955	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"MACEDONIA"	11,089	15th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	27th Nov.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,941	10th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	8,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	8,500	4th Jan.	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Langoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australia Lines are fitted with Laundries.

Parcels measuring not more than 24 in. x 36 in. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG. Agents.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.****REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.**

FOR

AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHING ... Capt. A. H. Stewart ... Friday, 25th June, at 9 a.m.

HAINING ... Capt. W. C. Passmore ... Tuesday, 29th June, at 4 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Fochow (Pagoda Anchorage) and Return by the same Steamer by the "HAINING," "HAIKONG" and "HAICHING" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS L. PRAIR & CO.,

General Managers.

CHINA NAVIGATION CO.,

LIMITED.

SHANGHAI & TSINGTAO	"SHANTUNG"	On 25th June, 6 a.m.
SHANGHAI	"SUICHANG"	On 27th June, 6 a.m.
AMOY & SHANGHAI	"SZECHUEN"	On 29th June, 6 a.m.
AMOY & SINGAPORE	"ANHUI"	On 31st June, 6 a.m.
WEIHAIWEI, CANTON & TIENTSIN	"KUEICHOW"	On 3rd July, 4 p.m.
BANGKOK	"KIUNGCHOW"	On 5th July, 4 p.m.
SHANGHAI	"SUNNING"	On 7th July, 6 a.m.
HONGKONG & HAIPHONG	"CHINHUA"	On 9th July, 10 a.m.
SHANGHAI & TSINGTAO	"LINAN"	On 11th July, 6 a.m.
AMOY & SINGAPORE	"KWANGCHOW"	On 13th July, 4 p.m.
SHANGHAI	"YINGCHOW"	On 15th July, 6 a.m.
AMOY & SHANGHAI	"SINKIANG"	On 17th July, 6 a.m.
SHANGHAI	"SOOCHOW"	On 19th July, 6 a.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Telephone Central 35.

Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.**"CHANGTE" & "TAPING"**

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAPING	18th July	21st July, Noon
CHANGTE	13th August	18th August
TAPING	12th September	17th September
CHANGTE	11th October	18th October

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents.

Telephone: Central 35.

DODWELL & CO., LTD.**NEW YORK BERTH**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

M.V. "BABY CASTLE" ... Sailing on or about 19th July

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADELIAT, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

From Hongkong.

S.S. "VENEZIA" ... Sails 5th July.

S.S. "ROSANDRA" ... Sails 5th August.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

M.V. "ESQUILINO" ... Sails about 7th July.

S.S. "VENEZIA" ... Sails about 31st July.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMINGA" ... Sails from Calcutta about 31st July via

Rangoon and Colombo.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030.

Agents.

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BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "COLORADO" ... Via Suez Canal ... 2nd July.

S.S. "LAOMEDON" ... Via Suez Canal ... 16th July.

S.S. "CITY OF BEDFORD" ... Via Suez Canal ... 30th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON JARDINE MATHESON & CO., LTD., CANTON.

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